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**general
plan**

CITY OF MOUNTAIN VIEW • CALIFORNIA

About the Cover:

The cover design attempts to show the essence of planning which is to achieve a harmonious and efficient coordination of planning's three basic elements -- land use, public facilities and circulation. The tree signifies a park, the public facilities element of planning; the urban symbol in the horizon signifies land use; and, the street serving these two elements signifies the third element, circulation.

general plan

for the City of Mountain View California

**A Comprehensive Revision of the 1958
Preliminary General Plan**

**City of Mountain View
California**

Adopted February 26, 1968

Mountain View City Council

City planning Mt. View

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The 1985 Projected Land Use Map and the fold-out Proposed General Plan map are located just inside the back cover.

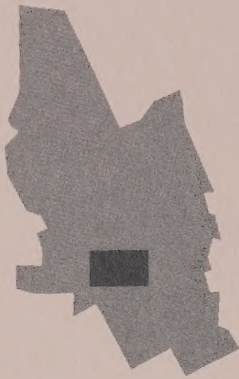
chapter 1
introduction

introduction

Mountain View is destined to become an urban place. Caught up in the mushrooming growth of the San Francisco Bay area, the character of Mountain View has undergone a transformation within the past decade. No longer an agricultural suburban town, the density and character of today's larger population has created a city. A city - the most complex human association - requires constant guidance to fulfill the needs of its inhabitants.

A city is people, and the place where people live and work; and where, for their convenience and welfare, facilities such as schools, parks, libraries and fire stations are provided. These are tied together with transportation media for the efficient flow of people, goods and services throughout the city. The elements that make up Mountain View are so tied together that if one element is changed, the effect of this change is felt throughout the City. One new home brings more people to Mountain View; it means more traffic, more children in the schools, more people using the parks, another house the fire department must protect, and more people in the local shops. This General Plan is needed to ensure the proper functioning of the system required to serve the future population of Mountain View.

Mountain View first prepared a General Plan in 1946. At that time the population of the City was 5,800 and the area planned was small. The planning area was generally bounded



by Jackson Street - Central Avenue to the north, Calderon Avenue to the east, El Camino Real to the south, and Escuela Avenue to the west. The existing development in this area today reflects the policies established in the 1946 Plan.

A decade later a thorough re-evaluation and revision of the Plan was necessary because the City of Mountain View desired to influence the growth taking place beyond the area contained in the 1946 Plan. In 1958 the City adopted the "Preliminary General Plan for Mountain View", prepared by Pacific Planning and Research. Figure 2 shows the expanded Planning Area. It includes a portion of San Francisco Bay, the salt evaporation ponds, Moffett Field, and areas to the east, south and west. This Plan, together with an amendment adopted in 1961, for the area south of El Camino Real, presently guides the future development of the City. Much of what was envisioned in the 1958 Preliminary General Plan has been accomplished; however, there have been significant departures from the Plan. The most important departure has been a commitment to higher residential densities resulting in a substantial increase in the number of people who will live in the City. Also, pressures for development in the North Bayshore area now require a more detailed development policy for that area. The combination of these two facts, together with the fact that the Plan has not been continually revised, has contributed to the inability of the present plan to serve as a current guide to the City's future development.

In 1964, the Planning Commission embarked on a program for the comprehensive revision of the Preliminary General Plan. This text and the enclosed map constitute the result of that program. This Plan, the text and the map, is the result of many months of studies, analyses, and discussions. It was made possible by the cooperative efforts of many people - the City Council, Planning Commission, the Recreation Commission, Board of Library Trustees, representatives of School Districts, the Community Council, the State Division of Highways, Moffett Field, the County Planning Department, the Water Conservation

and Flood Control District, and other public agencies at all levels of government as well as many private agencies.

THE PLAN

The General Plan is a long-range, comprehensive, general statement of goals and policies relating to the future physical development of the community.

The Plan is long-range since it looks further into the future than do most specific, short-range plans of action. This General Plan is a plan for full development. Full development is defined, for the purposes of this Plan, as the stage when all the land is developed in accordance with the Plan. Full development is not expected until well after 1985. A precise date for full development is not indicated because rates of growth cannot be predicted accurately much beyond twenty years.

The General Plan Map indicates what the City will look like at full development if the policies shown in the Plan are carried out. A 1985 plan is also included showing what the City is likely to look like by 1985, an interim stage on the way to full development.

The Plan is comprehensive. It coordinates the activities of all the agencies and individuals who act to change the physical environment of Mountain View. The Plan is the design of the City. It replaces a series of independently conceived, single-purpose plans with one Plan which coordinates physical development to assure that all aspects of the physical environment function and harmonize to produce a community suitable for people.

The Plan is general. Future land uses are not precisely located with respect to individual properties, as would be the case on a zoning map. It is necessary that the Plan be general, in order to assure full latitude for specific short-term, day-to-day

decision making in the implementation of the Plan.

Since the General Plan is a plan for a living, dynamic community, it is imperative that it is not allowed to become static. The Plan must be continually re-evaluated against the concepts and standards of community life.

As a policy statement, the General Plan guides future development toward established goals with continuity, despite changes in appointed and elected officials.

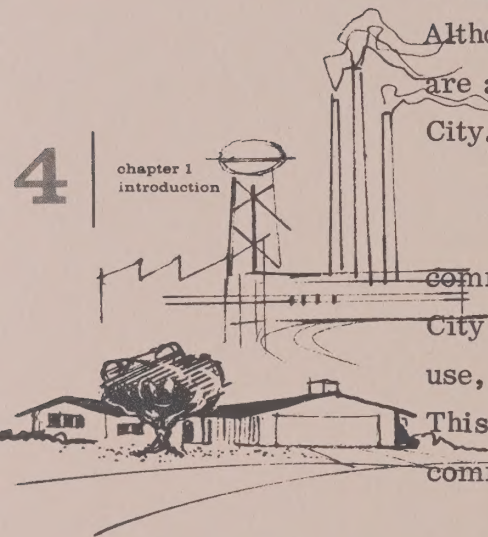
The Elements of the Plan

Through design, the General Plan unites the three elements of the City: Land Use, Community Facilities, and Circulation. Although each of these three elements is treated individually, they are actually inseparably related in the harmonious design of the City.

The Land Use element indicates how the land within the community is to be used. It sets aside certain areas of the City for residential land use, other areas for industrial land use, and finally, areas are provided for commercial land use. This element designs the pattern of activities within the community.

The Community Facilities element indicates the number and location of the public facilities which will be required by the people who will live and work in Mountain View. These public facilities are schools, parks, libraries, hospitals, police and fire stations, and other facilities required by the proposed land use.

The Circulation element indicates the means of transportation necessary for the efficient movement of people and goods throughout the community. These means include freeways, expressways, major arterials, access streets, mass transit, local transit, pedestrian ways, bikeways and helistops.



These three elements are bound together by the Plan which supplies a form for the City of Mountain View.

The General Plan Process

The basic responsibility for the preparation of the General Plan rests with the Planning Commission. Planning begins with research. The Commission, with the assistance of the Planning Department staff, prepared this Plan by first gathering and analyzing pertinent data relating to people, land uses, traffic, and economic forces.

The background and research work has been published in three preliminary planning reports: 1) Insight, which contains the results of two demographic sample surveys undertaken by the Mountain View Planning Department, as well as a summary of January 1964 land use information derived from the County of Santa Clara Planning Department Land Use Inventory; 2) Economic Analysis, prepared for the City in 1964 by Larry Smith and Company, real estate consultants; and 3) Circulation Analysis, prepared for the City in 1965 by Wilbur Smith and Company, traffic engineering consultants, with the financial assistance of the Housing and Home Finance Agency.

Further research was undertaken by George E. Pearson, consulting civil engineer, who prepared an inventory of existing municipal public utilities. This project was also financed in part through a planning grant of the Housing and Home Finance Agency.

The Mountain View Lens and Shutter Club assisted the Planning Commission by preparing a visual inventory of the City. This inventory was presented in a photographic display entitled The Face of Mountain View which has been displayed throughout the community.

Meetings and discussions have been held with boards, commissions, department heads, and interested citizens. With the professional assistance and advice of the Planning staff, and based upon existing conditions and past trends, the Planning Commission has prepared this General Plan. Public hearings were held by the Planning Commission and the City Council. This Plan is the consequence of the hearings and Council study.

chapter 2
background for planning-
the planning area



figure 1 | location map

0 2 4 6 8 10
MAP SCALE IN MILES

figure 2 | planning area
boundary map



0 2 4
MAP SCALE IN THOUSANDS OF FEET



background for planning— the planning area

LOCATION

Mountain View is one of the ninety cities in the San Francisco Bay metropolitan urban complex. It is located on the northerly part of the Santa Clara Valley floor between the south end of San Francisco Bay and the Santa Cruz Mountains. San Francisco is 35 miles to the northwest, and San Jose, in the center of Santa Clara Valley, is 10 miles to the southeast. Figure 1 shows Mountain View's location in the San Francisco Bay Area.

chapter 2
background for planning—
the planning area

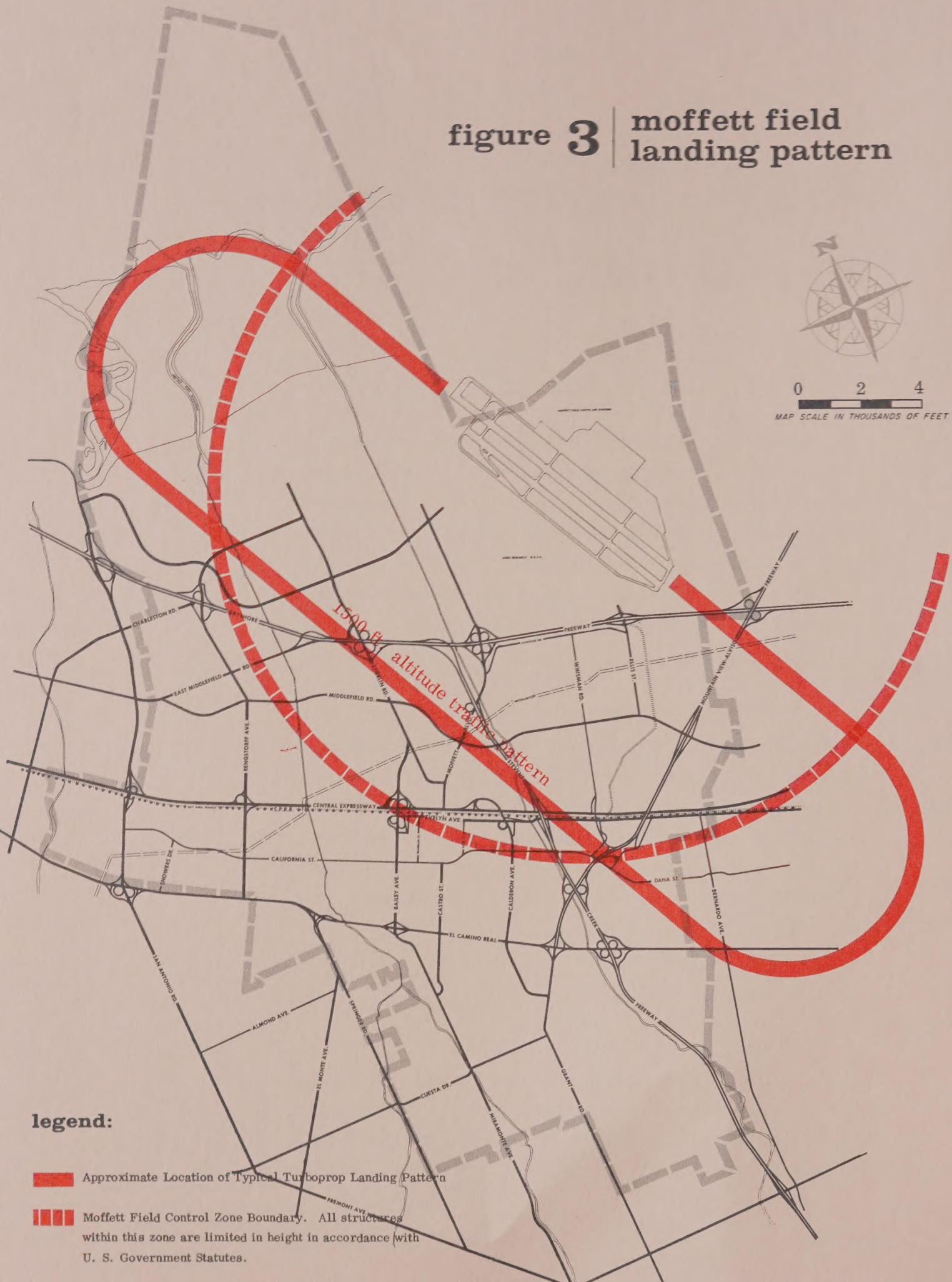
9

The Planning Area, shown in Figure 2, is approximately 7 1/2 miles long on a north-south axis, and 3 miles wide, containing an area of 20 square miles. The incorporated area of the City (1964) is approximately 9 1/2 square miles. Most of the unincorporated lands within the Planning Area lie either in or adjacent to San Francisco Bay. The Planning Area is limited by Palo Alto to the west, Los Altos to the south and west, and Sunnyvale to the east.

GOVERNMENT

The Planning Area for this General Plan does not extend beyond the area which is expected to be within the incorporated limits of the City of Mountain View. This does not mean that the existing and proposed developments of the

figure 3 | moffett field
landing pattern



adjacent communities were ignored; all three have general plans which were consulted to determine the compatibility of the proposals of this Plan. Since the City of Mountain View has no power to directly influence development beyond its City limits, development policies for areas beyond the intended corporate limits have not been indicated.

A glance at Figure 1 indicates that Mountain View is a very small portion of a larger, continuous urbanized area. This General Plan has been formulated upon the basis that Mountain View has a justifiable reason for existence and is a sound Planning Area. Its size is most conducive to citizen participation in the formulation of planning and development goals. Furthermore, Mountain View can perform functions best carried out at the local level. It is a unique City within a series of cities, each of which is an effective, responsive, local unit in the larger metropolitan region. This Plan for Mountain View takes into account the broader plans of the County of Santa Clara, and is consistent with planning on a regional level.

MOFFETT FIELD

One of the most significant physical features in the Planning Area is Moffett Field. This Naval Air Station was originally a base for lighter-than-air craft, but currently serves as a base for turboprop, anti-submarine patrol aircraft.

The airfield is excellently situated with respect to fog, wind, and take-off over San Francisco Bay. Although the Navy's long-range use of this base is unknown, the field serves the Ames Research Center and other military contractors in the area. For these reasons it is assumed that Moffett Field will remain as an airfield, indefinitely, whether military or civilian.

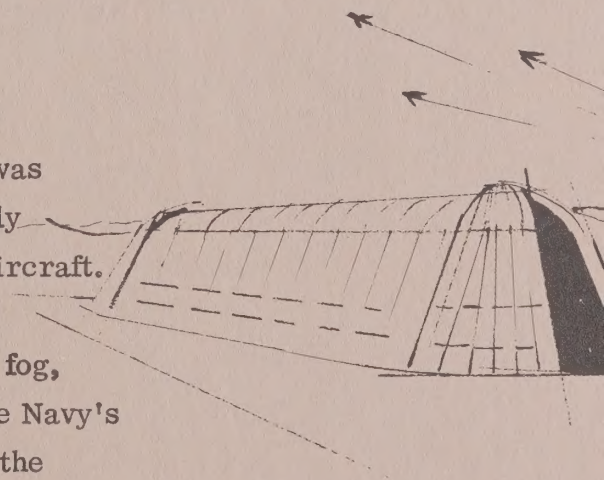


Figure 3 shows the Moffett Field runways in relation to



figure 4 | planning area

the Planning Area. It also shows the landing and take-off patterns as they affect Mountain View.

GEOLOGY

The land within the Planning Area slopes in a northerly direction at an even rate of approximately 1 percent from an elevation of 200 feet above sea level in the south to sea level at the Bay. Black Mountain, four miles to the southwest of the Planning Area, rises to an elevation of 2800 feet above sea level. Figure 4, an oblique aerial photograph, illustrates the general topography of the Planning Area and its relation to San Francisco Bay and the Santa Cruz Mountains.

The soil is of recent formation, having been formed by erosion of the Santa Cruz Mountains and deposits from the Bay within the most recent epoch of geological history, the Pleistocene. The alluvial and sedimentary deposits consist of alternating layers of clay, loam, gravel, and sand, and various mixtures of each.

The major geological phenomenon in the Planning Area is the gradual subsidence of the lands adjacent to San Francisco Bay. This is being caused by the rapid urbanization of Santa Clara Valley, which has resulted in a serious depletion of the underground water supply. The loss of water creates underground voids. As these collapse, the land subsides. A major part of the water importation system now under construction for Santa Clara Valley is earmarked for replenishment of the underground water supply. It is hoped that this measure will stop the subsidence within ten to fifteen years. Permanente and Stevens Creeks, which flow through the Planning Area in a northerly direction, provide the primary runoff drainage channels. As well as providing flood control, these creek beds provide gravel "lenses" which penetrate the impervious underground clay layers. These "lenses" allow rain runoff water to percolate down to

replenish the underground water supply.

Because of their low elevation, the areas of Mountain View nearest the Bay have been subject to flooding in the past. Although the Stevens Creek drainage channel has been constructed since the last major flood, this Bayshore area depends upon an extensive diking system for its integrity.

The San Francisco Bay Area is one of considerable earthquake activity. The San Andreas Fault, a part of the circum-Pacific seismic belt which encircles the Pacific Ocean, is located approximately five miles southwest of the Planning Area. It runs in a northerly direction through San Francisco and in a southerly direction through Hollister. Slippage along this fault caused the San Francisco earthquake of 1906.

FREEWAYS AND MAJOR ARTERIALS

A major factor affecting the physical design of Mountain

View is the network of freeway and expressway barriers which divide the Planning Area into separate, distinct sub-areas. The Bayshore, Stevens Creek, and Mountain View-Alviso freeways are major barriers, with no pedestrian or cycle access presently provided. The Central Expressway, now under construction, when combined with the Southern Pacific railroad tracks, presents a barrier equal to a freeway. El Camino Real and Middlefield Road will be barriers separating large areas from each other.

WEATHER

One of the principal factors influencing the rapid growth of the Mountain View Planning Area is its mild, equable climate. The mean annual temperature is 57 degrees, and the daily average temperature by months varies only 17 degrees throughout the year, from a high of 64° F in August to a low of 47° F in January.

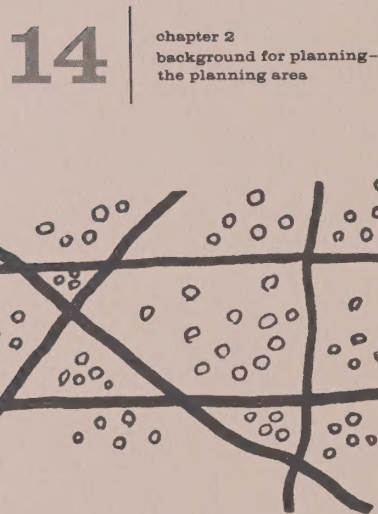
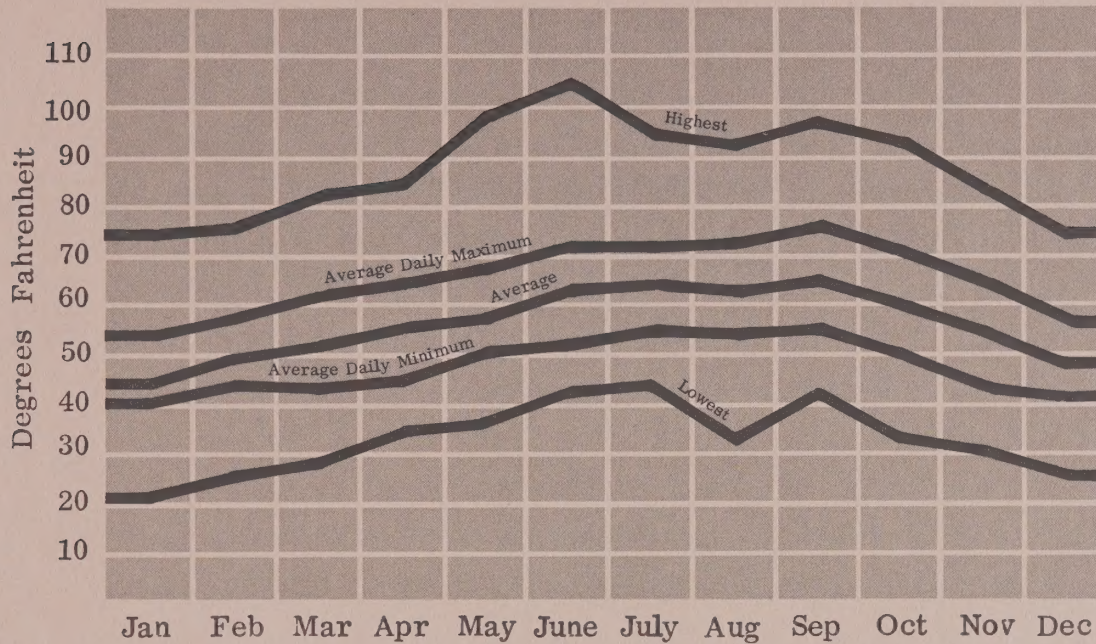


FIGURE 5 LOCAL AIR TEMPERATURE DATA



Source: Local Climatological Data for Moffett Field, California.
National Weather Records Center, Asheville, N. C., Sixteen years
of record.

The mean annual rainfall is slightly under fifteen inches, largely confined to the six-month period from November to April. For the seventy-year period for which rainfall information is available, approximately 10 percent of the annual rainfall occurred in the "dry" period from May through October.

TABLE 1 AVERAGE MONTHLY RAINFALL DATA

	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Annual
Mean Inches of Rainfall	3.14	2.63	2.34	0.95	0.40	0.07	0.01	0.04	0.31	0.68	1.47	2.91	14.95

Source: Monthly Rainfall Data - private records, Mountain View. Available at office
of State Department of Water Resources, Sacramento. Seventy years of record.

The prevailing winds in the daytime are off San Francisco Bay from the north and northwest, becoming more westerly in

the evening. During the night and early morning, the winds are either calm, or consist of relatively light winds from the southeasterly valley. The average wind velocity is about 7 mph, and varies from 4 mph in the early morning to 12 mph in the afternoon.

TABLE 2 ANNUAL FREQUENCY OF WIND DIRECTION BY TIME OF DAY

	midnight	1	2	3	4	5	6	7	8	9	10	11
N	5.5	3.4	3.1	2.6	2.5	2.4	2.0	2.4	5.0	13.1	23.5	27.9
NE	2.2	1.8	1.3	1.2	1.0	0.9	1.1	1.5	2.2	3.1	4.2	3.4
E	2.6	2.5	2.4	2.7	2.9	3.1	2.8	3.7	2.8	3.9	2.5	1.8
SE	18.3	18.8	18.5	19.3	20.0	20.7	21.4	20.9	17.3	13.8	10.9	8.9
S	6.7	6.7	6.7	5.8	5.6	5.2	5.0	3.9	2.8	1.4	1.5	1.4
SW	4.1	4.6	4.5	4.5	3.5	4.4	4.0	3.2	2.8	1.7	1.6	1.7
W	10.5	10.8	10.5	10.4	10.6	9.3	8.8	8.0	7.1	5.6	4.6	4.9
NW	6.2	4.8	4.2	4.0	3.6	3.4	3.4	4.9	8.2	13.6	20.0	30.6
CALM*	43.9	46.6	48.8	49.5	50.3	50.6	51.5	51.6	50.8	43.8	31.2	19.4
total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

chapter 2
background for planning-
the planning area

	noon	1	2	3	4	5	6	7	8	9	10	11
N	24.6	17.6	13.1	9.6	7.9	7.3	7.0	7.3	9.0	10.0	9.0	7.2
NE	2.4	1.9	1.4	1.1	1.0	0.8	0.8	0.9	0.9	1.9	3.0	3.3
E	1.2	1.0	0.8	0.7	0.5	0.6	0.6	1.0	1.3	1.6	1.9	2.7
SE	7.2	6.3	5.6	5.3	5.2	5.2	5.7	6.1	7.5	10.0	13.7	17.1
S	1.4	1.7	1.9	1.9	1.9	1.8	2.0	2.5	2.7	3.3	5.4	6.5
SW	1.9	1.9	1.9	2.6	2.8	2.5	3.2	4.4	5.1	4.9	4.9	4.0
W	5.3	6.0	7.5	8.7	10.5	13.7	17.1	20.2	19.6	18.0	14.4	11.6
NW	44.0	55.0	61.7	64.5	65.0	61.1	54.2	44.6	34.2	22.1	13.6	8.3
CALM*	12.0	8.6	6.2	5.6	5.2	7.0	9.4	13.0	19.7	28.2	34.1	39.3
total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*winds 0-2 mph

Source: Summary of Monthly Aerological Records for Moffett Field, California. National Weather Records Center, Asheville, N. C. Fifteen years of record.

TABLE 3 AVERAGE WIND VELOCITY BY TIME OF DAY

	midnight	1	2	3	4	5	6	7	8	9	10	11	
Wind Velocity													
Miles per hour	4.51	4.38	4.24	4.25	4.18	4.17	4.15	4.23	4.39	5.01	6.06	7.41	
	noon	1	2	3	4	5	6	7	8	9	10	11	Total
	8.94	10.39	11.51	12.18	12.21	11.47	10.13	8.50	6.98	5.80	5.16	4.75	6.87

Source: Summary of Monthly Aerological Records for Moffett Field, California. National Weather Records Center, Asheville, N. C. Fifteen years of record.

The moisture content of the air remains at a comfortable level throughout the year; the mean annual relative humidity is 74 percent, and the mean annual noontime humidity is 62 percent.

TABLE 4 AVERAGE RELATIVE HUMIDITY DATA

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Mean Relative Humidity, %	79	76	71	72	70	70	74	75	73	72	75	79	74
Mean Relative Noontime Humidity, %	68	65	58	58	58	58	62	62	58	57	62	69	62

Source: Local Climatological Data for Moffett Field, California. National Weather Records Center, Asheville, N. C. Sixteen Years of record.

The Mountain View Planning Area is just south of the fog belt which covers much of the Bay Area (the skies are clear 35 percent of the year), yet, because of the proximity of the Bay and the Santa Cruz Mountains, enjoys cooler temperatures than the hot, dry areas of central and eastern Santa Clara Valley.

TABLE 5 ANNUAL FREQUENCY OF TOTAL CLOUD AMOUNTS

	Amount of Sky Covered by Clouds (in tenths)											
	0	1	2	3	4	5	6	7	8	9	10	Total
% of Total Year	34.8	5.5	5.8	5.1	3.8	3.3	3.2	3.8	5.4	4.8	24.5	100%

Source: Summary of Monthly Aerological Records for Moffett Field, California. National Weather Records Center, Asheville, N. C. Fifteen years of record.

HISTORY OF DEVELOPMENT



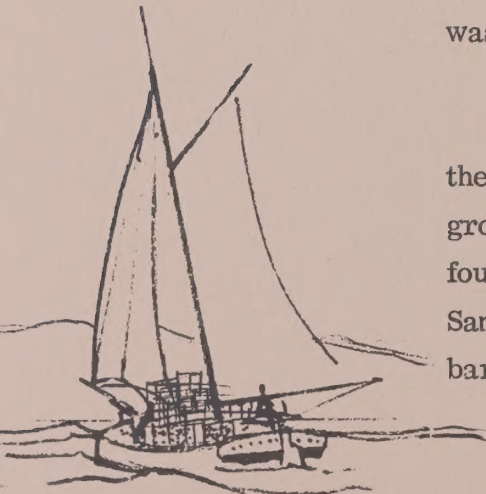
As is the case with much of California, the first representatives of historically recorded civilization to enter the area were the mission priests. They felt that the gently rolling valley floor, covered with grasses, dotted by giant California live oaks, and surrounded by mountains, resembled a large, magnificent park. Mission Santa Clara de Asis was founded in 1777, six and one-half miles to the east of the Planning Area. The land which is now Mountain View was used as pastureland for the sheep and cattle raised by the mission Indians.

18

chapter 2
background for planning-
the planning area

Following the secularization of the Missions by the Mexican government in the 1830's, the land was subdivided by Mexican land grants. In 1854, the land grant Rancho Pastoria de las Borregas (Sheep Pasture Ranch) was awarded to Mariano Castro, after whom the main street of Mountain View is named.

The Rancho Pastoria de las Borregas included most of what is now Mountain View and Sunnyvale between El Camino Real and Bayshore Freeway. The main house of the Castro Ranch was located on Crisanto Street, just east of Rengstorff.



Don Castro continued to use the land for grazing but the people who migrated to this area as part of the population growth spurred by the Gold Rush and California statehood found the land more valuable as grain producing farms. The Santa Clara Valley floor was covered with fields of wheat and barley, and lighters carried tall loads of hay and grain from

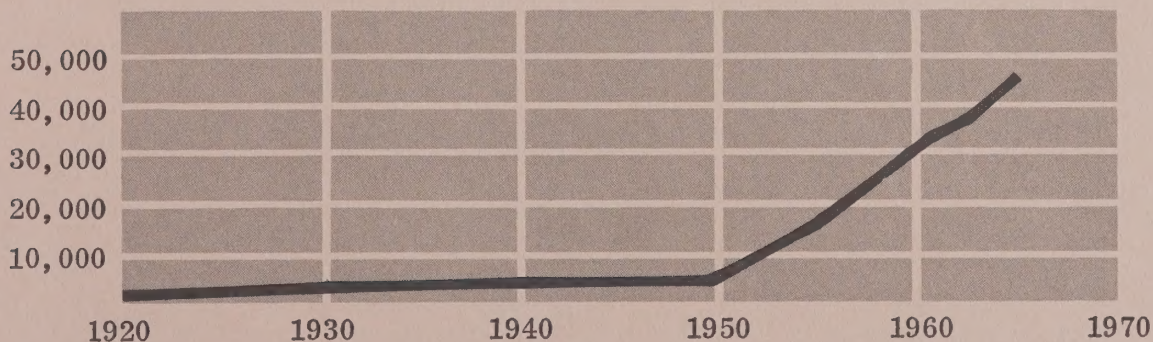
Rengstorff, Jagel, and Guth landings to the warehouses and sailing vessels at San Francisco.

In the 1870's, fruit growing was introduced to Santa Clara Valley. By the beginning of the 20th Century, this area was supplying apricots, prunes, peaches, cherries, walnuts, and almonds to a world-wide market. Mountain View was incorporated in 1902, and fruit growing continued to be the mainstay of community life. Pacific Press moved to Mountain View in 1904 and together with the accompanying worker population became an important industrial element in the community. The town stabilized through the 20's and 30's with a constant population of about 3000 - not counting the crowds of itinerant fruit harvesters in the summertime.



The shipbuilding, armament, and electronic industries that located around San Francisco, the major port of embarkation for the Pacific Theater of World War II, sparked the industrial and population growth that continues today. The climate and recreational opportunities of the Santa Clara Valley and the Bay Area became famous, attracting new population. The population of Mountain View doubled between 1940 and 1950, and increased almost five times between 1950 and 1960. In the past five years, the population has increased approximately 50 percent to an estimated level of 47,450.

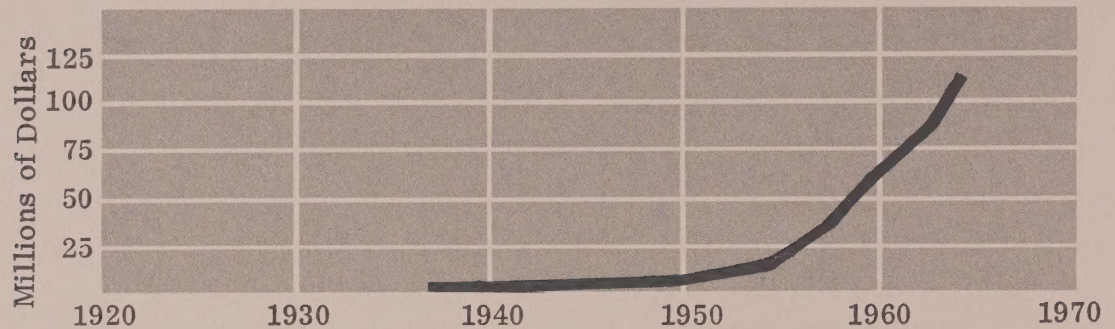
FIGURE 6 CITY OF MOUNTAIN VIEW POPULATION



Source: U. S. Bureau of the Census & State Department of
Finance Estimates

The assessed valuation of property within the City has more than kept pace with population growth: Between 1940 and 1950, the assessed valuation increased 3 1/3 times; it increased seven-fold between 1950 and 1960. In the past five years, the assessed valuation has almost doubled.

FIGURE 7 ASSESSED VALUATION OF PROPERTY SUBJECT TO LOCAL TAX RATE



Source: City of Mountain View Finance Department

CHANGING CHARACTER

The character of Mountain View has been changing recently from that of a low-density suburban community to that of a relatively high-density part of an urban metropolitan complex. One indication of this is the high percentage of recent multiple-family residential construction. Two-thirds of all dwelling units constructed between 1953 and 1964 were in apartment houses, and 87 percent of all dwelling units constructed between 1960 and 1964 were in apartment houses. In 1965, apartment and duplex units constituted 57 percent of the total inventory of residential dwelling units in the Planning Area.



**TABLE 6 DISTRIBUTION OF DWELLING UNITS BY DWELLING TYPE
MOUNTAIN VIEW PLANNING AREA - April 1965**

	Single Family	Duplex	3-4 Family	5 or more Family	Total
No. of Dwelling Units	8287	1298	890	8675	19150
% of Total	43.3%	6.8%	4.6%	45.3%	100%

TABLE 7 MOUNTAIN VIEW BUILDING PERMIT DATA

-- 1953-1964

Number of Dwelling Units Constructed Between 1953 and 1964

	Single Family Units	Duplex Units	Apartment Units	Total Multi-family Units	Total Dwelling Units
1953	442	26	119	145	587
1954	851	22	179	201	1,052
1955	801	36	54	90	891
1956	394	36	76	112	506
1957	169	78	200	278	447
1958	138	66	485	551	689
1959	63	72	1,066	1,138	1,201
1960	31	80	957	1,037	1,068
1961	34	*	1,082	1,082	1,116
1962	239	*	1,316	1,316	1,555
1963	222	*	2,046	2,046	2,268
1964	<u>345</u>	<u>*</u>	<u>1,030</u>	<u>1,030</u>	<u>1,375</u>
Total	3,729	416	8,610	9,026	12,755
1953-64 Average	311	38	717	752	1,063
1960-64 Average	174	*	1,286	1,302	1,476

Percentage Distribution of Dwelling Units Constructed Between 1953 and 1964

	Single Family Units	Duplex Units	Apartment Units	Total Multi-family Units	Total Dwelling Units
1953	75.3%	4.4%	20.3%	24.7%	100%
1954	80.9	2.1	17.0	19.1	100
1955	89.9	4.0	6.1	10.1	100
1956	77.9	7.1	15.0	22.1	100
1957	37.8	17.5	44.7	62.2	100
1958	20.0	9.6	70.4	80.0	100
1959	5.2	6.0	88.8	94.8	100
1960	2.9	7.5	89.6	97.1	100
1961	3.1	*	96.9	96.9	100
1962	15.4	*	84.6	84.6	100
1963	9.8	*	90.2	90.2	100
1964	<u>25.1</u>	<u>*</u>	<u>74.9</u>	<u>74.9</u>	<u>100</u>
Total	29.2%	3.3%	67.5%	70.8%	100%
1953-64 Average	29.2%	3.3%	67.5%	70.8%	100%
1960-64 Average	11.8%	*	87.1%	88.2%	100%

*Duplex Units were not recorded separately from other multi-family units following 1960.

Source: City of Mountain View Building Department

chapter 3
goals

goals

The General Plan is not merely a forecast or a prediction of what Mountain View will be at a given date in the future; instead the General Plan represents purposeful direction - the hopes and aspirations of its citizens. The Plan is a unified statement of policies relating to all phases of physical development. The policies set forth in this Plan were based upon the following community goals:

COMMUNITY IDENTITY

Mountain View must foster and maintain a unique visual identity. Increased standardization is at work to make all communities look alike. Urban sprawl has served to obscure some of Mountain View's potential for individuality. The Plan proposes that means be devised to counteract these powerful forces.

URBAN COMMUNITY

Mountain View must become a City in the full sense of the word. No single-purpose community or suburb, Mountain View must offer the social, economic, educational and cultural advantages of urban life. To do otherwise is to provide only the disadvantages of the city - crowding and congestion.

CITY CENTER

Mountain View must develop a strong city center. This

"heart" of the City will provide a strong sense of unity, organization and form.

BALANCED COMMUNITY

Mountain View must offer a community in which industrial and commercial land uses meet the requirements of the residential population. This is necessary to assure every person who works in Mountain View an opportunity to live here and vice versa. It is also necessary to assure the economic health of the community through an equitable spreading of the tax base.

STABLE POPULATION

A desirable community must be designed to promote a stable population. A stable population provides the community with people who have sufficient time and interest to accept civic responsibilities and to participate in community affairs.

VARIED COMMUNITY

Mountain View must offer a wide range of dwelling types and facilities to attract and interest a population varied in income, age, family composition, occupation, and interests.

PUBLIC FACILITIES

A wide range of public facilities, planned, constructed and operated to a high standard of excellence must be provided to instill a sense of community identity and civic pride. Government must set a good example in the construction of facilities.

RECOGNITION OF REGIONAL PROBLEMS

In order that Mountain View can share in a more productive metropolitan Bay Area, the physical development of

the community must take into account that regional solutions are required for problems of regional significance. Regional rapid transit, for example, will allow Mountain View residents greater freedom of choice in cultural, recreational, and work opportunities.

CONSERVATION OF NATURAL RESOURCES

Mountain View must protect the resources which make up its natural environment, replace those destroyed by development, and increase the individual's contact with nature by maintaining a maximum amount of open space.

TRANSPORTATION OPPORTUNITIES FOR EVERYONE

Today's transportation system is designed almost exclusively for the automobile; yet there are many who are too young, too old, or for other reasons are unable to drive. A balanced community transportation system is required to provide everyone with access to public and private community facilities.

chapter 4
a design for mountain view

a design for mountain view

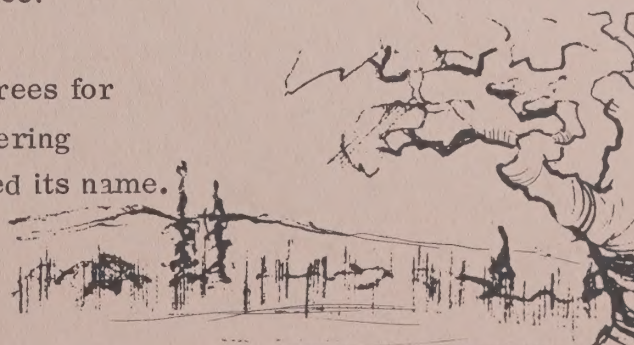
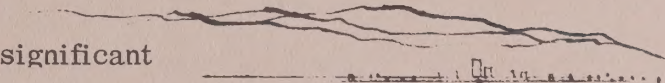
A city plan for Mountain View must be a design relating land use, public facilities, and circulation so as to give visual form to the community. This design should identify and use to full advantage the visual resources of Mountain View.

The name, Mountain View, reflects the most significant element in the visual environment. In every direction there is a view of the mountains. The design of the City should emphasize this visual resource in the layout of streets, in the placement of buildings, and in the design of open spaces.

The Planning Area extends to San Francisco Bay - an enviable natural water element, of which few people are aware. The design of the City should take full advantage of this asset. The Bay can be used for recreational purposes, but just as important, it can become a dominant visual element. In the future, tall buildings can offer a view of the Bay as well as the mountains.

Settlers preserved many indigenous oaks - and added redwoods, cedars and pines to create a legacy of beautiful trees. These trees lend a feeling of permanence and continuity with the past. Existing trees should be preserved, and new trees planted; they should become points of visual importance.

The economy of the area has relied upon fruit trees for almost a century. The area is famous for these flowering trees, from which a part of the community has derived its name.



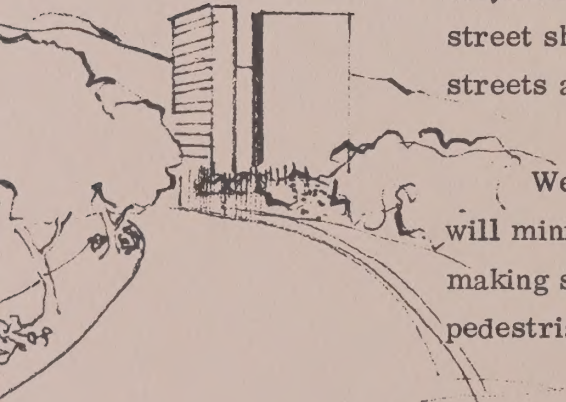
Many of the trees remain to beautify the community. This visual heritage should be maintained by using flowering trees in streets, open spaces and parks.

Flowers are an important industry in Mountain View: flowers cultured for world flower markets are grown in local hot houses. Mountain View should make full use of this resource by making the City the flower center of the Valley. This can be accomplished by the generous use of flowers in public places, by outdoor flower stands, by landscaped entrances to the City and by the use of annual floral events.



Another important way to give visual form and identity to Mountain View is by harmonizing the man-made elements in the urban environment. Streets and highways will constitute more than one-quarter of the total land area in the community. These pathways run throughout the City and can serve as a unifying force. The street consists not only of pavement, curbs and sidewalks, but includes as well, trees and street furniture. Design of streets should include attention to all of these, as described below.

In addition to carrying traffic, the streets should be designed so as to provide pleasing and varied vistas, and to avoid awkward, disjointed, and monotonous curves and grid patterns. Each street should be designed as part of a coordinated system of streets and building sites, to create functional and pleasing lots.



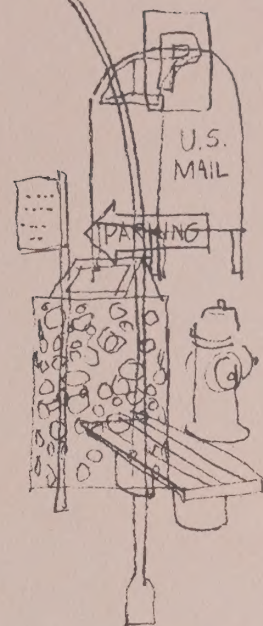
Well landscaped center medians, especially in wide streets, will minimize the desert-like effects of large paved areas - making streets more human in scale and less forbidding to the pedestrian.

The use of special materials and surface textures in both paved vehicular ways and sidewalks can be important elements of community design.



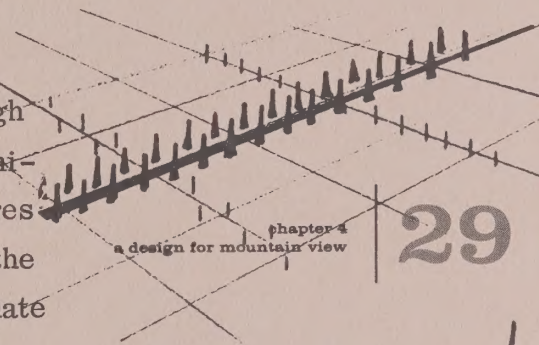
Special design studies should harmonize street furniture:

benches, light standards, fire hydrants, traffic signals, mail boxes, trash cans, street signs, directional signs and parking signs. Unique street furniture design can be the most important positive element in the establishment of a visual identity for Mountain View. Color can be an effective means for achieving harmony.

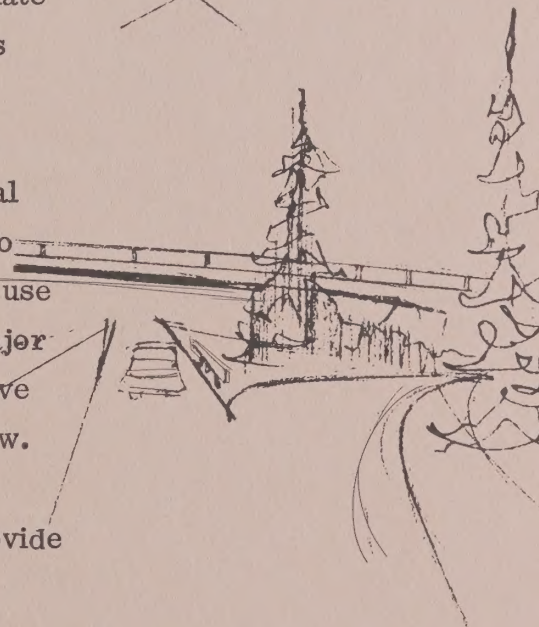


Street trees and roadway landscaping are also important elements in the design of streets. Besides adding to the aesthetic quality of these public improvements, street trees add a feeling of permanence to the community. For this reason, emphasis on street tree planting should be given to multiple-family areas and other areas of the City in which a feeling of permanence and community identity is largely lacking.

Large trees should be planted along major vehicular arterials to give these streets identity as major paths through the community. This will provide a sense of form and organization to the City. Landscape identity of major paths requires continuity in the type and placement of the trees throughout the length of the roadway. This necessitates setting aside adequate space for large trees and requires City maintenance of trees along arterials.



The major entrances to the City should be given special design treatment. Each entrance should become a prelude to what may be expected when the destination is reached. The use of landscaping in public ways - in freeways as well as in major streets and highways - at City entrance points can be effective in creating a sense of climax, of "arriving" in Mountain View.



Overhead wiring, transformers, and poles used to provide telephone and electrical service to the community are an important factor in community appearance. Although newer installations use specially colored and designed poles, transformers and insulators, community appearance can be further enhanced by the use of underground systems. New subdivisions

should provide underground systems and a systematic program to replace existing overhead wiring should be established.

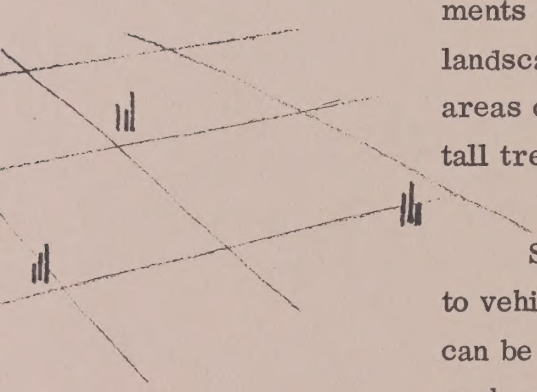
High tension powerlines, because of the large acreage they require, tend to seek routes through large open spaces or along natural boundaries such as creeks. New supporting structures have been designed so that they will be more harmonious with the environment. As old towers are replaced or as new towers are added, the newly designed structures should be used, wherever possible. Tower line easements can be assets to the community if cooperative arrangements are made between the utility companies and the City for pedestrian, bicycle or other open space use of these areas.

Buildings, both public and private, should exhibit variety and excellence of architecture. They should be designed to blend in with the surrounding environment, to give a feeling of permanence, to engender pride in their occupants and to enhance the quality of the character of Mountain View. It is especially important for public buildings to set a standard to which private development can be measured.

The skillful use of landscaping in public and private developments can be another way of giving form to the City. Through landscape techniques, the importance of certain public and private areas of the City can be heightened and emphasized. For example, tall trees can locate and identify a neighborhood shopping center.

Some of the community's largest unbuilt areas are devoted to vehicular parking. These otherwise asphaltic-metallic voids can be used to advantage. As well as providing necessary parking, such areas can become pleasant green open spaces with the use of skillful landscape design.

The Planning Area is divided by a number of geographic barriers, namely the freeways, the railroad, the creeks, and El Camino Real. The entire area must be given unity by the use



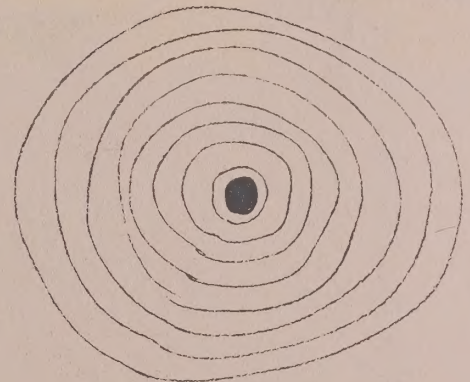
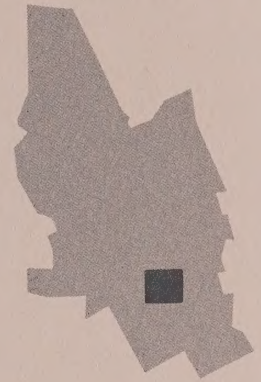
of the techniques described above. The sub-areas also need an identity and a form. The sections which follow describe the designs of the sub-areas.

THE HEART OF THE CITY

The heart of the City is the core, the nerve center, the nucleus - the center of activity of the City. It is the center for social activity, trade, government, transportation, culture and finance. It is the place where these advantages of city life are secured. This centrality of function gives form and organization to the rest of the city; it should be re-enforced by the visual impact of the City Center.

The heart of the City, as a dynamic, living, active place, is composed of the central business district, the civic center complex, and the surrounding residential area working together to form a vital central community focus. It is bounded by the Central Expressway, Calderon Avenue, El Camino Real and Bailey Avenue (see Figure 8). The General Plan proposes that the commercial, public, and high-density residential land uses within this area be designed so that they combine to form a strong, active central community focal point.

The retail commercial activity on Castro Street is a vital part of the functioning of the heart of the City. Castro Street has its foundation as the historical center of Mountain View; happily, it is also the geographical center of the expanded Planning Area. As is the case with many old central business districts, however, the Castro Street area has problems, caused largely by the advent of the automobile. These problems and their solutions can be broken down into three categories: 1- access, 2 - function, and 3 - appearance.



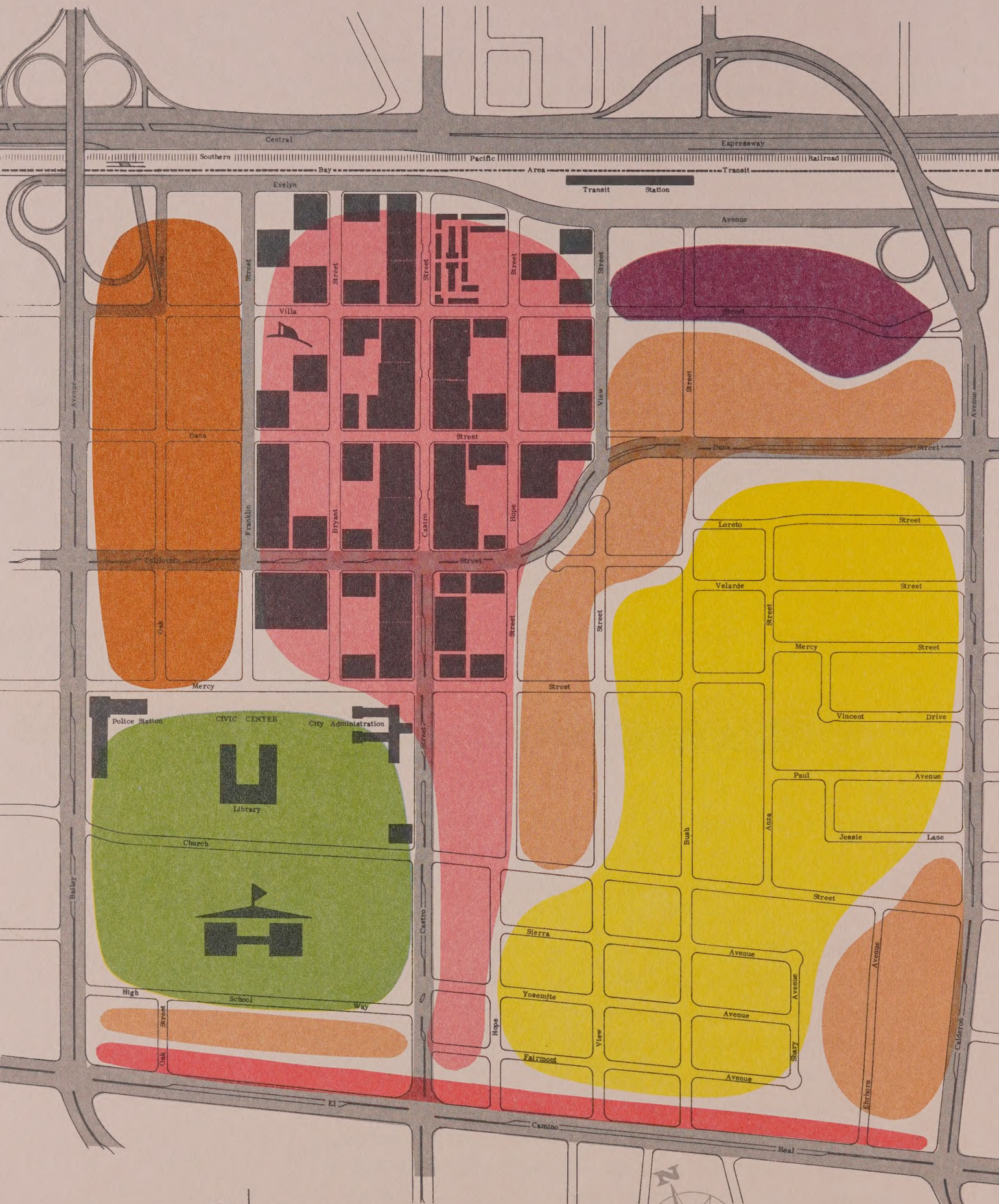


figure 8 | the heart of the city

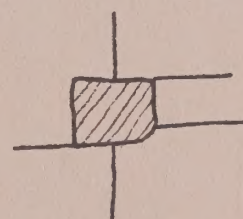
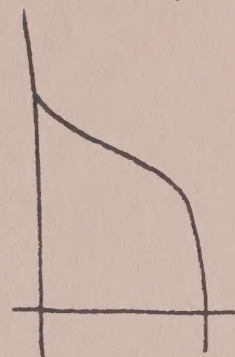
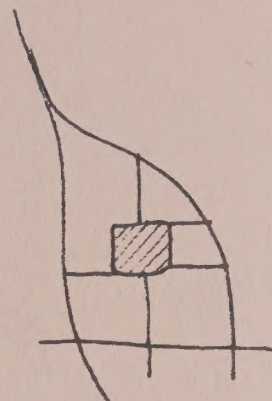


1. Access: The access to the heart of the City from all areas of Mountain View is poor. No fully-improved, north-south arterial road, other than Castro Street, exists at the present time. Castro Street is forced to carry through traffic as well as slower moving shopping traffic. The General Plan proposes an outer and inner loop roadway system to provide access to and within the heart of the City (see Figure 8). The outer loop, consisting of Bailey, Central Expressway-Calderon, and El Camino Real will provide access from all areas of the City to the heart. Autos destined for the heart of the City will transfer from the outer to the inner loop by means of Evelyn Avenue, California-Dana, and Castro Street between El Camino and California.

The two north-south legs of the outer loop system (Bailey & Calderon) will have interchanges at the railroad and the Central Expressway. After the interchanges are constructed and the inner loop system developed, the grade crossing of the railroad at Castro Street should be eliminated for reasons of traffic safety and efficiency. The closing of Castro Street as a through traffic carrier will not significantly affect the commercial activity in the heart of the city since efficient and better alternate means of access will have been provided.

The inner loop consists of Evelyn, View, California-Dana and Franklin streets. It provides for ease of circulation within and to the Castro Street commercial area and allows shoppers to reach parking areas just within the loop. The effectiveness of this inner loop is dependent upon containing the commercial areas within the loop. Turning movements onto and off of the loop would be complicated by spilling commercial uses outside the loop, and this complication would render access to the parking and the shops on Castro Street more difficult.

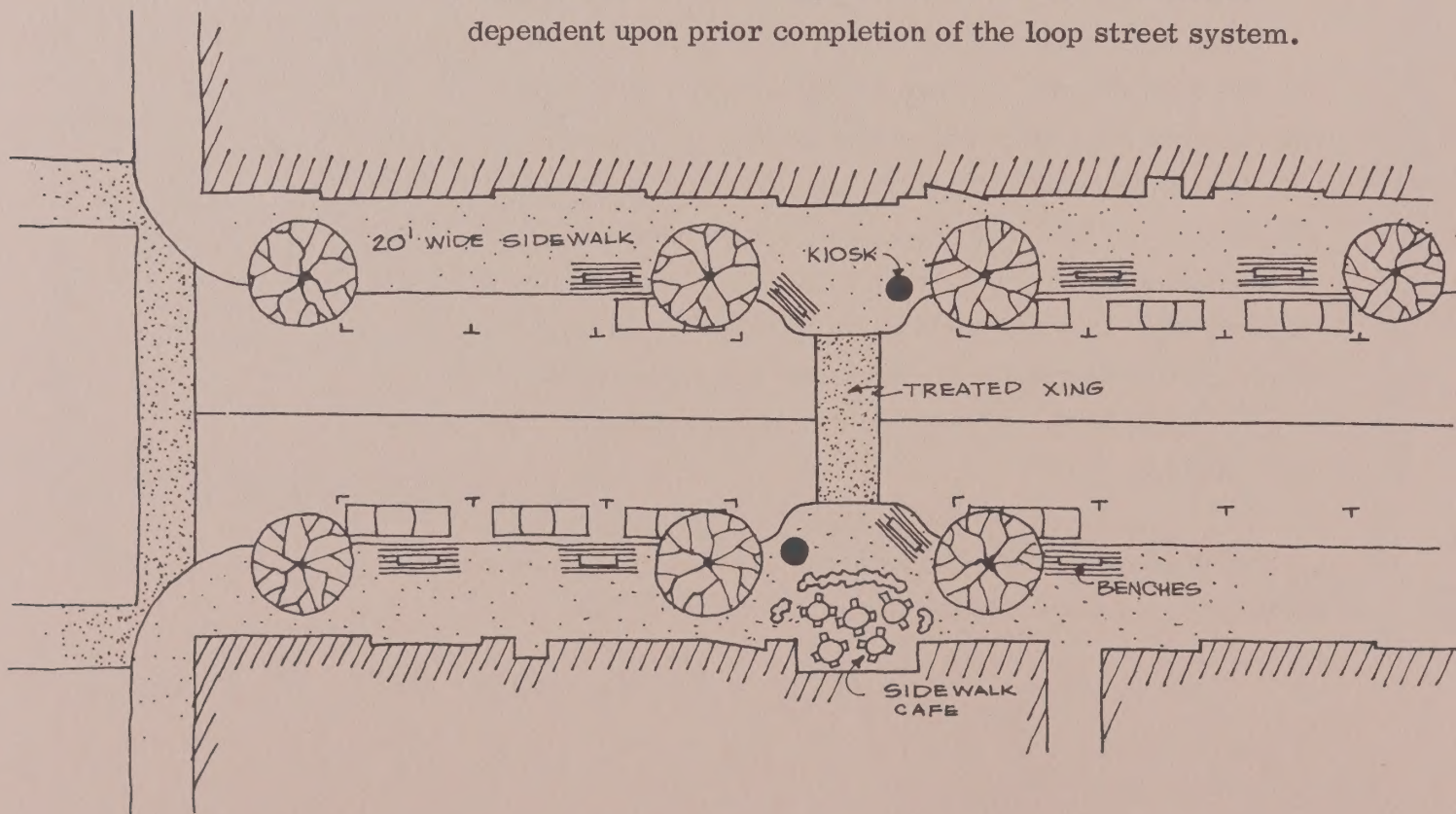
2. Function: It is unlikely that a major department store will locate within the heart of the City. The future of the



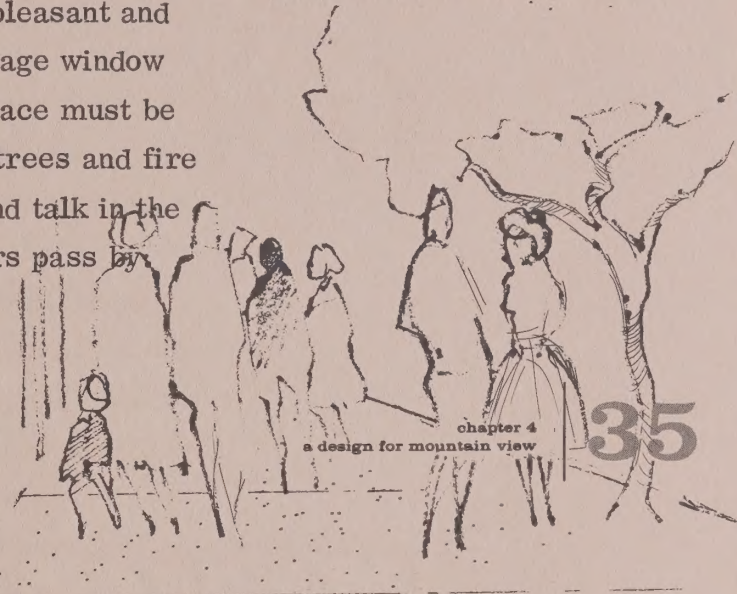


commercial heart of the City rests in an active, retail-oriented Castro Street, with small shops providing specialty goods and services with emphasis on quality and personal service. Specialty shops such as these can succeed only in areas of high pedestrian traffic. Thus, the prime consideration in the design of the heart of the City must be the encouragement of and provision for large volumes of pedestrian movement. The General Plan proposes three means of stimulating a high level of pedestrian activity along Castro Street; a) - a redesign of Castro Street between California and Evelyn, with the emphasis on pedestrian movement; b) - a unique, powerful commercial drawing card; and c) - the development of high-density residences and office towers in and adjacent to the heart of the City.

a) Redesign of Castro Street. Once the outer loop is completed, with overpasses at the points where Calderon and Bailey cross the Central Expressway, Castro Street will no longer be needed as a through-traffic carrier. Through traffic using Castro Street can be a primary cause of congestion and high vacancy. The sketches below suggest how Castro Street within the inner loop, from California to Evelyn, might be redesigned to be attractive to pedestrians. It is emphasized that such a scheme is dependent upon prior completion of the loop street system.



The sketch provides for two moving traffic lanes, two parallel parking lanes, sidewalks almost 20 feet wide on each side of the street, and pedestrian peninsulas at crosswalks. This encourages pedestrians not only to move along Castro Street, but makes it convenient for them to shop at stores on both sides of the street. The existing sidewalks, 10 feet wide, are inadequate; they do not allow sufficient room for freedom of pedestrian movement and for the provision of street trees and street furniture to make the area attractive. Walking down Castro Street should be a pleasant and enjoyable experience which would encourage window shopping and browsing. The sidewalk space must be widened to avoid the conflict with street trees and fire hydrants, and to permit people to stop and talk in the middle of the sidewalk while letting others pass by.



These sketches illustrate how the increased sidewalk space would provide room for small, meaningful design elements. Street benches and rest areas, kiosks, bigger trees, more landscaping, and even an outdoor cafe or two extending onto portions of the sidewalk would create an attractive retail and city center environment.



The ground floor frontage on Castro Street must be devoted exclusively to retail goods and services, in order to create an area of interest and activity, drawing the pedestrian along. Care must be taken to prevent warehouses, office uses, and automobile oriented uses, such as drive-in windows and service stations, from creating uninteresting or potentially dangerous "blank" spaces alongside which the pedestrian must walk.

b) A unique, commercial drawing card - Castro Square. A powerful drawing card is needed to bring pedestrians to Castro Street. It should be unique, something not available in other Peninsula cities, and consistent with the concept of specialty shops, window shopping and browsing. Such a drawing card might be Castro Square, a festive, colorful, sophisticated open market place with small specialty shops in brightly colored stalls selling produce, fruit, flowers, handcrafts and delicatessen goods, and with restaurants of unusual character with outdoor tables. The sketches below show the holiday mood that such a facility could create.

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chapter 4
a design for mountain view

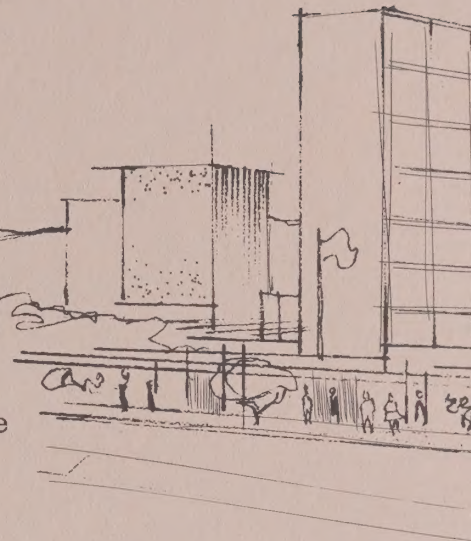


The north end of Castro Street has frontage on one of the most heavily traveled roadways in the County, as well as frontage adjacent to the railroad and the future rapid transit line. This enviable commercial exposure can be used to advantage by locating Castro Square in the 100 block on Castro Street.

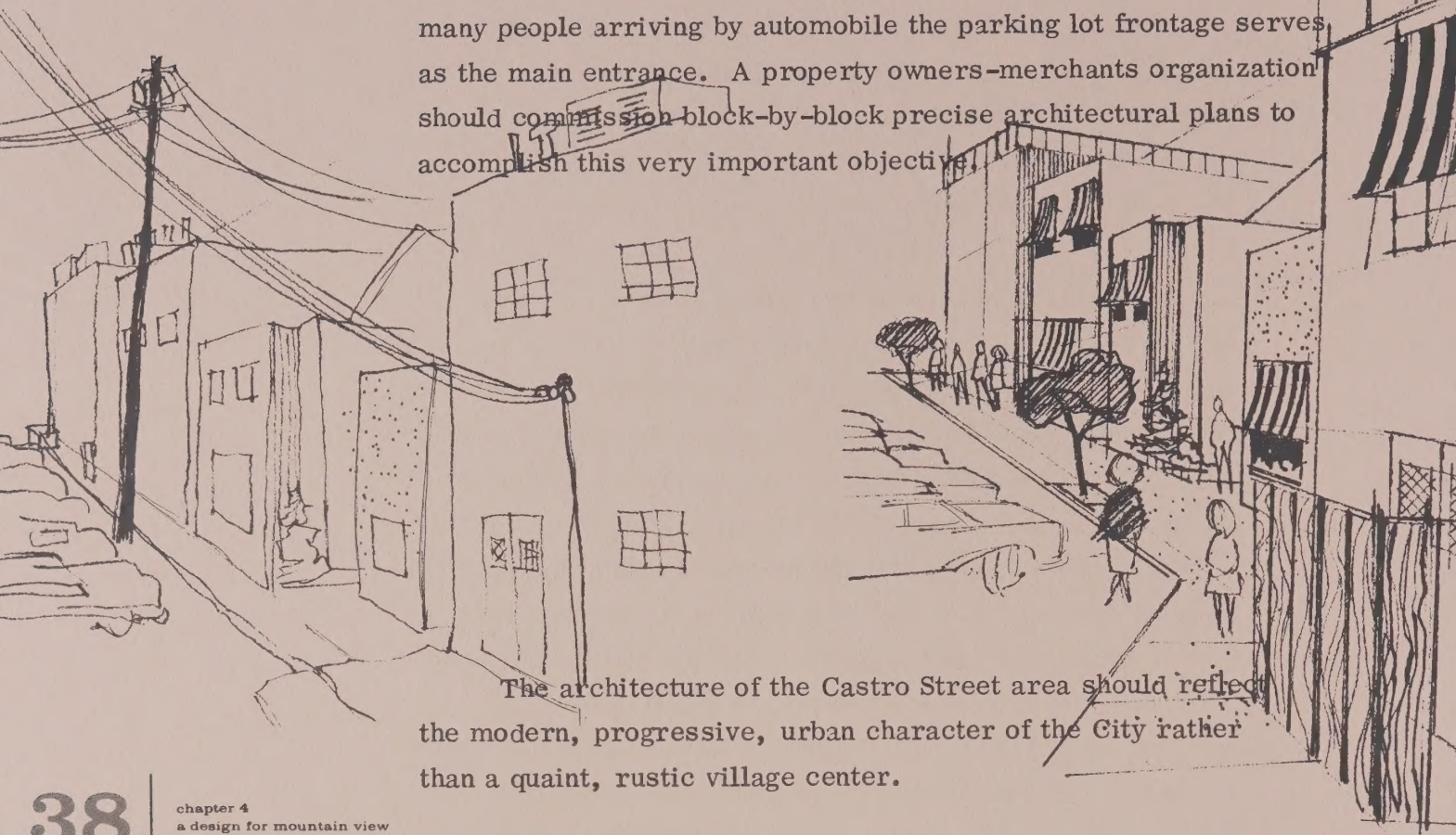
c) High-Density Apartment and Office Towers. Another way of increasing the activity in the heart of the City is by assuring a large day and night-time population within walking distance. In order to accomplish this, the General Plan recommends first, that the blocks on each side of the Castro Street retail core be developed in high-density office uses. In order to assure complete development of these areas in office uses, it will be necessary to prevent the dispersion of administrative offices throughout the Planning Area; second, a large night-time population adjacent to the heart of the City will be provided in the high-rise, high-density towers proposed to be developed between Bailey and Franklin. These high-density developments will support the restaurants and commercial entertainment facilities needed to give the heart of Mountain View an active, urban character.

3. Appearance: In line with the quality of the goods and services offered in the heart of the City, the General Plan urges that additional attention be given to the appearance of the commercial developments along Castro Street. Great improvements have been made over the past 5 years. Continued attention must be given to both the Castro Street and the parking lot faces of the buildings. The appearance of the Castro Street side can be improved by better signing. Signs can be an important way of creating excitement, and a vibrant atmosphere. As well as other visual elements, they should be designed in good taste and located so as to create a feeling of an active, lively, urban heart of the City.

The sketch below indicates how the appearance of the parking



lot frontage could be improved by architectural treatment. For many people arriving by automobile the parking lot frontage serves as the main entrance. A property owners-merchants organization should commission block-by-block precise architectural plans to accomplish this very important objective.



The architecture of the Castro Street area should reflect the modern, progressive, urban character of the City rather than a quaint, rustic village center.

The retail commercial uses along the east side of Castro Street between California and El Camino should be oriented toward Castro Street. However, it will be necessary to devote a full block deep commercial strip in this area in order to provide space for parking behind the commercial uses. Care must be taken to protect the immediately adjacent residential uses to the east from these commercial uses and their parking areas. With the exception of the first block south of California Street, these commercial uses, unlike the pedestrian oriented commercial uses within the inner loop, will function as automobile oriented commercial uses.

The civic center is an integral, functioning, important part of the heart of the City. The civic center site, which includes the City's administrative offices, library and the Chamber of Commerce building, is located on the west side of Castro Street, north of Mountain View High School. Land acquisitions along Mercy and Franklin Streets have increased the site to nearly 8 acres. Because that portion (3 acres)

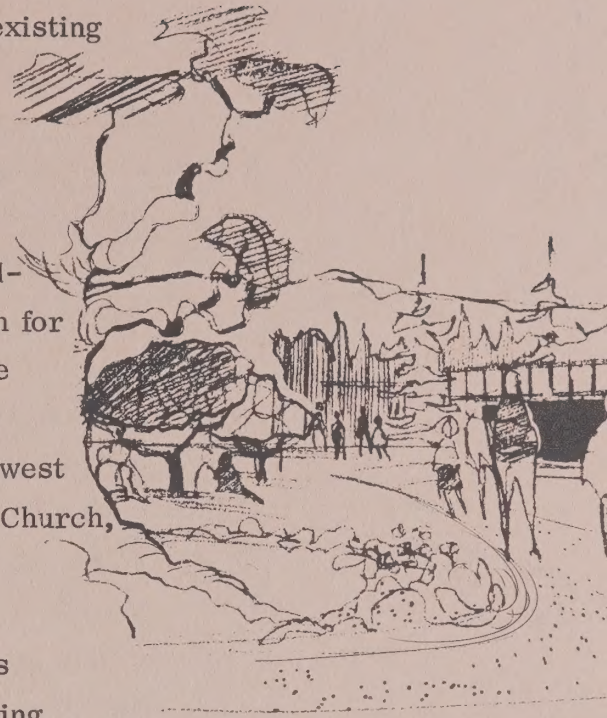
of the existing site which formerly existed as a cemetery is restricted by deed to perpetual open area, a limited portion of this 8 acres is available for necessary expansion of the existing facilities.

Both the library and the administrative offices will need expansion. Although partial additions to these two facilities can be handled on the lands held by the City, additional acreage must be acquired to carry out a program for the full development of the civic center. Also, the police station is planned to be relocated within the center. The General Plan proposes that the civic center be expanded west to Bailey Avenue to 18 acres, a site bounded by Castro, Church, Bailey and Mercy.

It is impossible to develop a city with an awareness of community life without the provision of a central meeting place. The General Plan provides for a Civic Auditorium and Cultural Center located within the inner loop near the intersection of Franklin and California. The auditorium should be versatile. It should be designed to handle not only stage plays and concerts, but also art shows and exhibits which require large open areas. To accomplish this dual function, perhaps removable seats could be used. The General Plan recommends an auditorium of no less than 2,500 to 3,000 seats in order to attract top performers.

One of Mountain View's two Bay Area transit terminals should be located on Evelyn Avenue adjacent to the commercial area of the heart of the City. As well as making more people aware of the heart of Mountain View, and bringing further activity into the center of the City, this is the most convenient central location for a rapid transit terminal to serve the majority of Mountain View residents.

The low-density areas to the east of Castro Street have developed a strong feeling of permanence; thus the plan provides



for their retention in this use in order that they may lend this character to the image of the heart of the City.

The visual design of the heart of the City should stress this area as the community's principal focal point. Special street trees for the inner and outer loop streets can give them individual importance and visual continuity. In addition, the inner loop streets, which serve as the culmination of a trip to the heart of the City, should be given special design emphasis.

Castro Street, from El Camino to the inner loop, should afford the feeling of a main entrance and gateway to the City's core. As well as using special street trees along this important access street, special design techniques should be used to accent the intersection of Castro Street and El Camino Real. Emphasis of this important intersection will invite people and give them direction to the heart of the City. Other entrance streets (Moffett, Evelyn, California, Dana) must also reflect the importance of the City's core which they approach.

NORTH BAYSHORE AREA

San Francisco Bay

The portion of San Francisco Bay within the Mountain View Planning Area is larger than that within the Planning Area of any other city within Santa Clara County. This General Plan provides that the portion of San Francisco Bay and the salt ponds within the Mountain View Planning Area remain indefinitely in open, undeveloped, water uses for the following reasons:

The San Francisco Bay is an extremely important natural resource contributing in many complex ways to the

natural balance of the Bay Area. The Bay should be preserved.

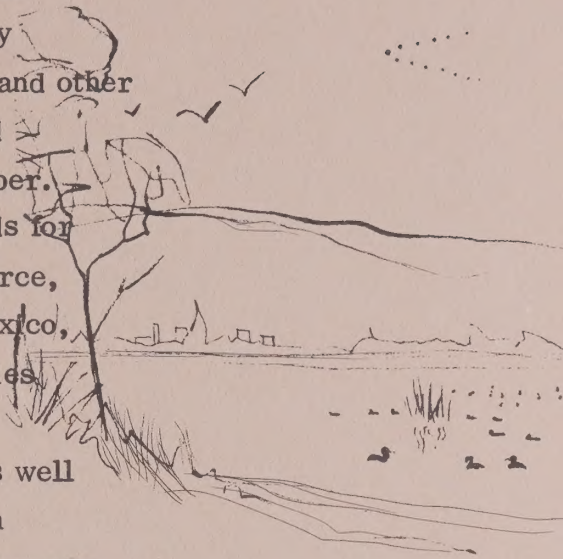
The majority of the millions of wild fowl which migrate along the Pacific Flyway depend upon the San Francisco Bay for their existence. The birds feed upon the brine shrimp and other organisms in the salt ponds, microorganisms which abound on the tidal flats, and the fish and shell fish of the Bay proper. They depend upon the shallow, quiet waters of the salt ponds for rest. Since these birds constitute a valuable natural resource, they are protected by international agreements between Mexico, Canada and the United States. Many of the migratory species are of great value as a source of food or in destroying the insects which are injurious to forests and forage plants, as well as to agricultural crops. The wildlife species also have an inestimable aesthetic value and are enjoyed annually by thousands of people. The United States Department of the Interior has designated most of the South Bay as an important wildlife habitat for the purpose of maintaining the international agreements.

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Many varieties of fish which contribute to the commercial and sport fisheries in the Pacific Ocean and the Bay use the quiet, shallow waters of the South Bay to spawn. The tidelands are also one of the major sources of invertebrate animals. Shell fish such as clams, mussels, oysters, and bay shrimp occur in the water of the Bay Area. This valuable natural resource would be greatly affected by any change in the ecology of the Bay.

The microorganisms which exist on the tidal mud flats of the Bay, besides being an essential food source for the shore birds and fish, are necessary to help control water pollution. Most of the sewage treatment plants around the Bay utilize only primary treatment. The relatively polluted effluent from much of the Bay comes to stand in the shallow, sluggish South Bay. Through the process of photosynthesis, the microorganisms consume the untreated organic wastes, and release oxygen into the water. Any destruction of the tidelands would destroy these microorganisms.



Even with the development of more refined treatment methods, the re-oxygenation function of the microorganisms will be necessary to sustain animal life in the Bay.

The marsh lands along the rim of the Bay (like Charleston Slough), besides being important fish and wildlife habitats, are important in that the high density of plant life supported there contributes significantly to the re-oxygenation of the atmosphere. This helps to control air pollution.

The large area of water in the Bay (regardless of how shallow it is) acts as a natural "air conditioner" for the Bay Area. The comfortable temperatures and humidity are controlled to a very large degree by the Bay. It has been said that a reduction in the area of the Bay could adversely affect weather conditions.

The salt ponds function as a part of the San Francisco Bay. Before the dikes which form the salt evaporation ponds were created, that area consisted of marshes, sloughs, and tidal flats. The area was subject to tidal action, and functioned as an integral element of the Bay.

The character of the South Bay was not essentially changed by the creation of the salt ponds. Tidal action has been arrested in the ponds, but the effect of the area upon the wildlife and the weather remains generally the same. In the half century of existence of the ponds, the ecology of the Bay has adjusted to accomodate the relatively minor change in the character of the area.

The salt industry is important to the economy of the Bay area. It supplies chemicals used in local industry, without the transportation costs applicable to salt products from other parts of the world. Should the salt industry no longer require this area, it should be devoted to other uses consistent with the maintenance of this water element, such as recreation, wild life preserves, or fisheries.

Unstable lands created by filling in this area would render urban development especially vulnerable to earthquake damage. Because of the constriction of the Bay at Dumbarton Straits, and because of the negligible amount of water entering the Bay from the Coyote and Guadalupe Rivers, the South Bay exhibits characteristics which are different from the rest of San Francisco Bay. Because of relatively weak tidal currents and the lack of fresh water currents, the water in the South Bay is sluggish. Besides the high degree of pollution, this fact causes the sediments in the water to settle out at a higher rate. There are indications that this, among other factors, has resulted in a much thicker layer of "Bay mud". This liquid, plastic substructure supports fill very poorly; fill actually "sinks" into the mud.

Successful fill operations in other areas of the Bay (Foster City, Highway 17 north of the Bay Bridge, Belvedere, Tiburon) have all utilized nearby sand deposits on the floor of the Bay for fill material. Mud is not often used for fill material, because of the extremely long period of years required for drying. The sand deposits in the Bay are very limited; there are none in the South Bay. The alternative to mud and sand fill is earth fill. Besides the fact that the transportation of this kind of fill is much more expensive, it does not appear at this time that the amount of fill necessary is available.

Even assuming that it were possible and economically feasible at some time in the future to fill these lands, geologists have shown that observations of earthquakes occurring over the past century in California, Mexico, Chile, Alaska and Japan indicate that earthquake damage to structures on filled land is much greater than to structures on solid ground.

The Bay and salt ponds of the Mountain View Planning Area are located at the end of the Moffett Field Runways, Aircraft taking off from Moffett Field fly over the salt ponds and Bay under full power. This is a noise area and the most

hazardous area adjacent to Moffett Field. The Bay and the salt ponds should be devoted to water uses indefinitely.

Urban Development

The General Plan provides for urban development in the area south of the salt ponds. There are many physical characteristics unique to the North Bayshore Area which contribute to the difficulty of developing the area. The land is low in elevation, sloping gently from approximately 35 feet above sea level at Bayshore Freeway to mean sea level near the southerly dikes of the salt ponds. In the past, these lowlands have been subject to periodic flooding during the rainy season; however, improvements have been made to both the Stevens Creek and Permanente Creek drainage channels since the last major flood. Also, this area is subject to land subsidence at an average rate of 1 foot every five years.

Mainly because of these physical characteristics, existing community land use policy in the North Bayshore Area has reserved the entire area for industrial development. However, future projections of industrial land demand indicate that this policy is not realistic, because it would require the property owners in the North Bayshore Area to hold their lands out of production for an unreasonably long period of time.

This General Plan provides a mixture of various urban land uses - residential, commercial, industrial and public. Prior to urban development of these lands, however, the General Plan recommends that a comprehensive land fill plan for all of the North Bayshore Area be prepared. This plan should provide that lands be filled to an elevation above that to which the waters of San Francisco Bay would rise given a combination of high tide, low barometric pressure and storm-water runoff. The elevation is approximately 7 1/2 feet above mean sea level. Because of the rate of subsidence, the General Plan further recommends

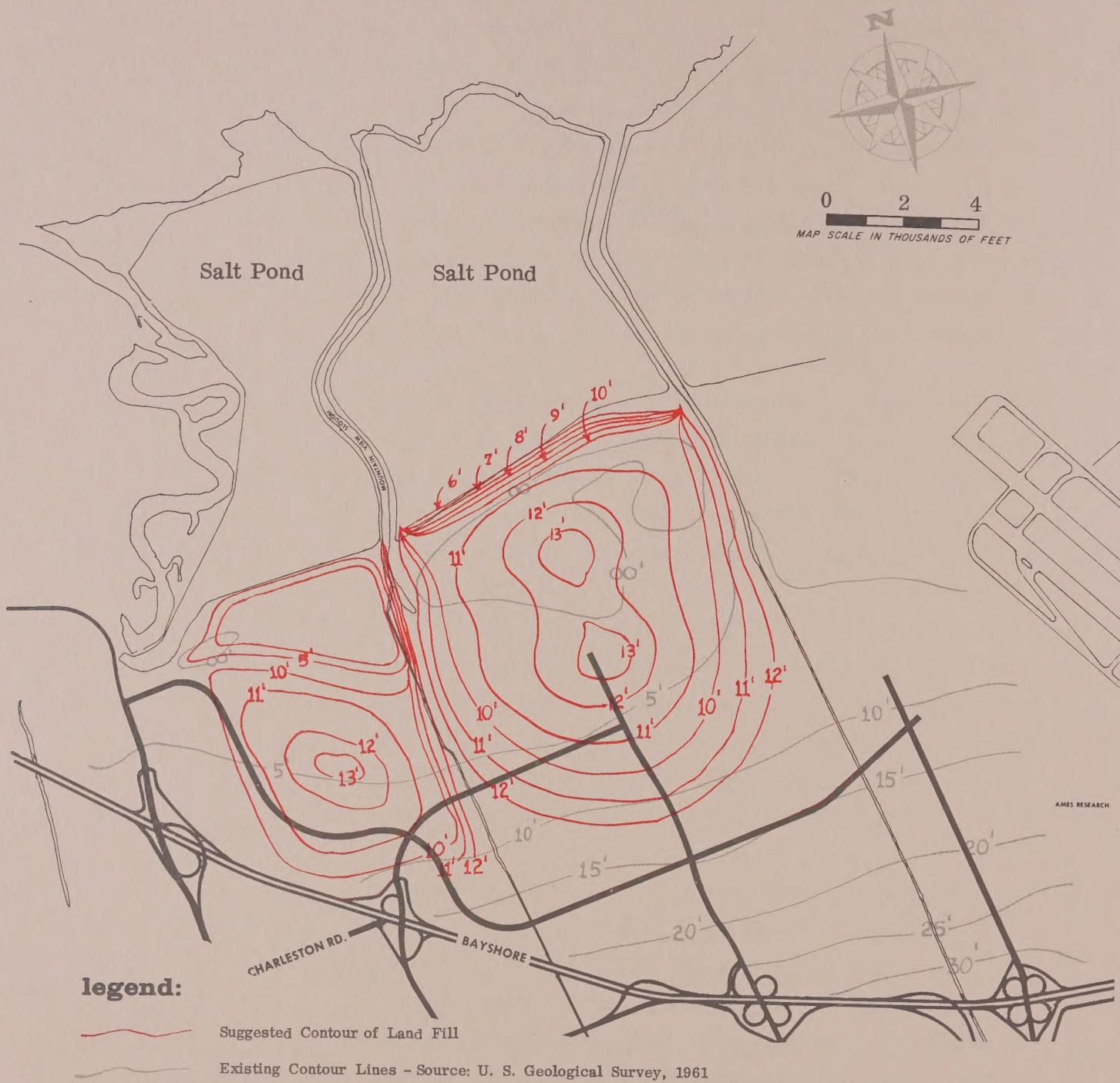
that the lands be filled 2 1/2 feet higher than necessary, since it appears that between ten and twenty years will elapse before the County water importation program will stop subsidence. The General Plan, then recommends that the lands which are to be devoted to urban development be filled to a minimum elevation of ten feet. To accomplish this, the General Plan recommends the formation of a land-fill assessment district in the North Bayshore area. This district should include lands generally bounded by Terminal Boulevard, Moffett Field, the ten-foot elevation contour, and Bayshore Freeway. An engineered plan should be made and a program developed to fill the entire area in accordance with the Plan. The map on the following page shows a general indication of the type of land-fill that could be developed by this district.

If separate parcels of land continue to be filled and developed without relation to the surrounding properties, as is permitted under the present minimum elevation ordinance, the result will be a chaotic contouring of the land creating street, drainage and utility development difficulties.

Much of the North Bayshore Area is in large land holdings. This affords opportunity for creative and imaginative residential developments. Thus, the lands dedicated to residential use have been classified as medium-density residential, since this residential classification offers the greatest opportunity for the mixing of dwelling types.

The present character of this area is not conducive to quality residential development. However, the Plan provides for a shoreline park, a college site, a system of greenways, and a land fill plan, all calculated to create a desirable environment for quality development. Because of great public investment, (park, college), the community can and must demand high quality residential development in this area. Mixed dwelling types, including substantial residential buildings with generous open spaces, sound-proofed masonry

figure 9 | north bayshore area fill plan



construction, all to high excellence of design, must be encouraged.

Some of the lands in this area have been subdivided into smaller one-acre parcels. Some of the housing in the area is deteriorated. These areas, west of Stierlin and south of Charleston, present a special development problem. The General Plan provides for their redevelopment to medium density residential standards. A complete program of public improvement is needed. It is in this area that the land fill program is most critical. Once the land is filled, the streets must be improved. A system of sixty to eighty-foot wide greenways should be provided along the rear property lines of these parcels. Assessment districts with particularly long-term payback provisions should be formed to accomplish these objectives and to allow present owners to maintain ownership. The following sketch shows how the greenways would ensure usable open space, thereby improving the value and quality of the area.



In order to encourage the provision of the greenways, the space devoted to greenways should not be subtracted from the land area of the lots for the purpose of computing the allowed number of dwelling units.

In this small lot area, filling, street improvements and greenways should be completed prior to the development of any one lot which might prejudice either an overall program or the quality of the area.

The Plan provides for a school park, shopping facilities and neighborhood parks to serve the residential uses.

The Plan provides a shoreline park to extend the width of the Stevens Creek Park. (This is described in detail in Chapter 6). This 500 acre park constitutes the key unifying and predominant element in the neighborhood (and, perhaps, the entire city). The park should extend through and connect all parts of the North Bayshore area; it should tie to Stevens Creek Park, to the college site, to the educational park, and to the green spaces within private developments. The opportunity exists for all development in the North Bayshore area to be placed "in" a park. It is important that the shoreline park develop before the residential areas to the south, for the park will significantly influence the quality of the residential areas. Opportunity to orient the residential sites to the shoreline and the Bay must not be lost; green corridors through the neighborhoods should lead to the park, and buildings should overlook the sailboat lake.

The Plan provides for a college site of approximately 100 acres. This would provide a site for either a campus of the Foothill Junior College District, or a private institution. Such a facility would be an asset to both the North Bayshore Area and to the entire community. It would bring to the City cultural, esthetic and educational advantages. For the North Bayshore Area, this would be another factor inducing high quality development.

The industrial areas in the North Bayshore Area are in three locations, two of which are dictated by commitments in the form of existing industrial development. The plan provides

for a series of green belts surrounding the industrial areas, containing them and buffering their effects upon the other uses in the area.

The principal entry to the North Bayshore area is Stierlin Road. This street should become the major boulevard for the area and should serve as a visual extension of the Shoreline Park south to the Bayshore Freeway. A wide parkway will serve to place the proper emphasis on the Park and, at the same time, buffer the industrial areas along the freeway. Terminal Boulevard should also function as a Parkway - providing a 'park experience' to those who use it.

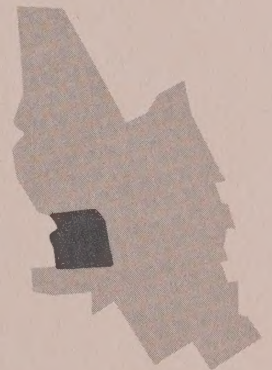
Greenways are shown through the multiple family area and as buffers between the industrial areas and the residential areas. These should be continued through the medium density residential areas.

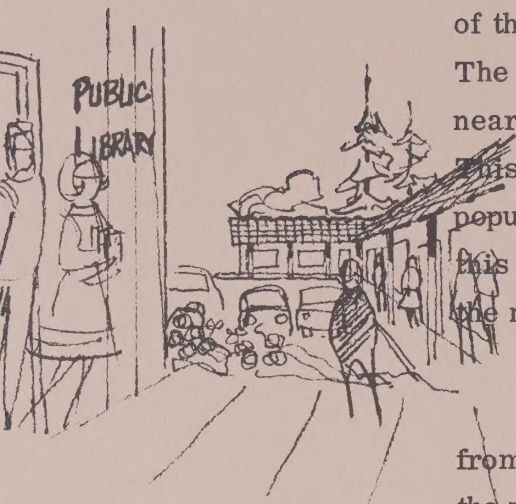


THOMPSON - RENGSTORFF AREA

This predominantly residential area is bounded by Bayshore Freeway, Permanente Creek, the Central Expressway and San Antonio Road, and is bisected in a north-south direction by Rengstorff Avenue. It is severed in an east-west direction by Middlefield and East Middlefield Roads. Because these high capacity arterial roads fragment this area, making access to the public facilities difficult, the Plan provides safe overcrossings for pedestrians, especially children, across the arterials.

Another means of uniting this area is by the creation of a central activity point for the neighborhood. The neighborhood shopping center provided by the General Plan will perform this function. The construction of a grade separated interchange at Rengstorff and Central Expressway will require the relocation





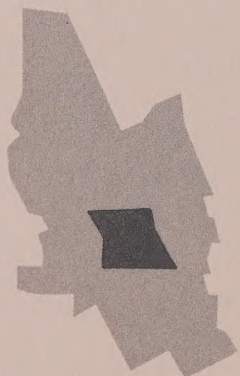
of the neighborhood shopping facilities at the Central Expressway. The General Plan indicates the relocated commercial facility near the intersection of Rengstorff Avenue and Middlefield Road. This shopping center will be well located with respect to the population which it is intended to serve. With skillful design, this facility can create a visual and functional focal point for the neighborhood.

Safe pedestrian access to the district park on Rengstorff from the Thompson-Rengstorff Area should be provided. When the vehicular overcrossing at Rengstorff and Central Expressway is constructed, provision should be made for pedestrians. Separate, non-intersecting pathways for both vehicles and pedestrians are required, preferably as part of one structure.

The Whisman School District presently owns an elementary school site west of Alvin. This is not indicated on the Plan because of its inefficient location with respect to the population it would serve.

In the southwest corner of this area, the regional shopping facility, Mayfield Mall, is located. This shopping facility is part of the regional-commercial complex developing along San Antonio Road and will be discussed in Chapter 5.

STIERLIN AREA



This area is bounded by Permanente Creek, Bayshore Freeway, Stevens Creek Freeway and Central Expressway. It is bisected in a north-south direction by Stierlin Road, and by Middlefield Road in an east-west direction. The lands

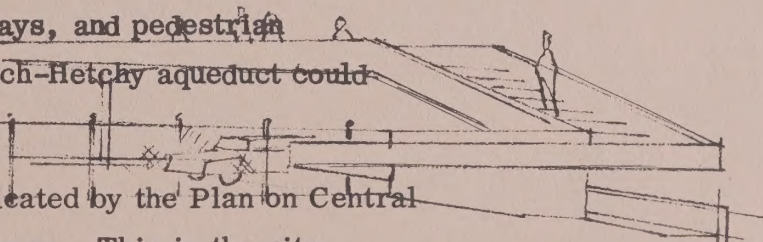
adjacent to the Stierlin-Bayshore interchange are devoted to industrial land use; these lands form a part of the small-lot industrial "node" which surrounds this interchange. The relatively new industrial subdivision along Terra Bella Avenue, west of Stierlin, is presently developing in light industrial uses; the General Plan provides for the continuance of this. Also, a strip of small industrial parcels which abuts the low-density residential area on the east side of Stierlin Road is indicated for light industrial uses.

This area bears the brunt of the major north-south arterial system which provides a through-traffic bypass around the central commercial area; (Stierlin Road to Bailey Avenue). Grade separated interchanges will be required at both Bailey Avenue and Calderon Avenue where they cross Central Expressway.

Most of the lands devoted to low-density residential use have been maintained in the Plan. However, the land subdivision pattern, zoning commitments, and arterial street pattern affecting the remainder of the lands requires that they be devoted mainly to multiple-family residential use. These residential lands are even more seriously divided into isolated islands than is the Thompson-Rengstorff area. It will be imperative to assure the convenient access of pedestrians and cyclists across these major arterials for purposes of recreation, school and shopping. Precise plans must be established to locate public pedestrian ways, bikeways, and pedestrian overcrossings. The lands of the Hetch-Hetchy aqueduct could form a major part of such a system.

A proposed school site is indicated by the Plan on Central Avenue near the Stevens Creek Freeway. This is the site which more efficiently replaces the presently owned site on Alvin Street. The district park adjacent should tie into the Stevens Creek Park Chain.

The Hetch-Hetchy water line right-of-way can be the key factor in welding together this fragmented area. Fortuitously,

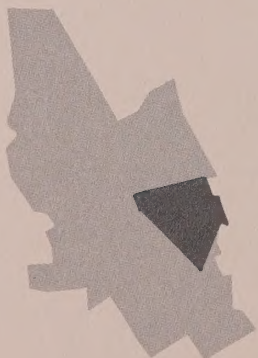




the right-of-way intersects with major arterials at or very near signalized intersections. The City of Mountain View should conclude an agreement with the City and County of San Francisco for public use of the right-of-way through much of its length. It should be protected for pedestrian and bicycle use and care should be taken to assure that public use is not precluded.

The neighborhood shopping center on Stierlin Road, north of Montecito, is in the geographic center of this area. Generally, the arterial streets come together at this point. The Hetch-Hetchy pedestrian way also touches the center. For these reasons the center should be designed as the focal point of the area. The pathways, both vehicular and pedestrian should reflect this. The branch library located here should emphasize this as the neighborhood center.

Stierlin Road at Bayshore forms the gateway to this area and to the entire City. Stierlin passes through an industrial area before reaching the center and consequently the design of this street must reflect the visual importance of the road. The parkway concept to be established for this road north of Bayshore Freeway, should as much as possible, be reflected in this neighborhood.



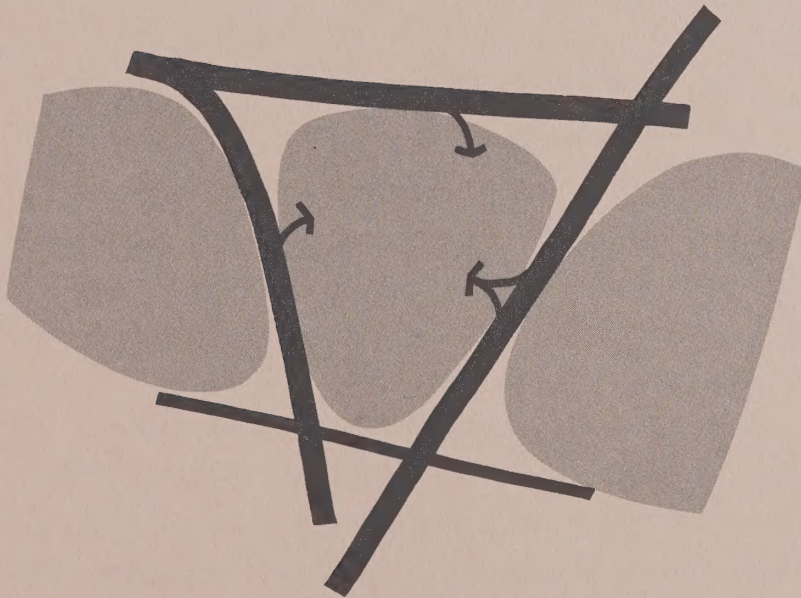
WHISMAN AREA

This entire section of the Planning Area is separated from the rest of Mountain View by three limited-access freeways; the Bayshore Freeway, Mountain View-Alviso Freeway, and Stevens Creek Freeway. This presents a paradox. While these freeways appear to provide generous access, actually, access to this area is severely limited; the limited number of

fixed entrances are constricted grade-separated access points. The access problem is especially critical because as well as residential and commercial land uses, this area includes Mountain View's large, light industrial park.

The residential land uses indicated by the General Plan for this area are a mixture of high and medium-density residential. Again, the intent of the General Plan in this area is to encourage a mixture of dwelling types, thus making possible a varied population.

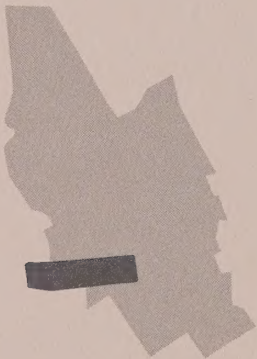
Since this area is isolated from the remainder of the Planning Area, special attention must be given to the provision of the required public facilities.



The large parcel of land adjacent to Bayshore and between Stevens Creek and Moffett Boulevard is indicated as open space; because of the limited access to this parcel, however, its main function should be to serve as a landscaped open space indicating the importance of the main entrance into the City.

The unifying force in this area is the system of parks and greenways. The Hetch-Hetchy ties to the Stevens Creek Park Chain and these in turn tie to the neighborhood park and the school. The landlocked parcel along the Hetch-Hetchy right-of-way in the block just west of Whisman Road can be a significant part of this greenway.

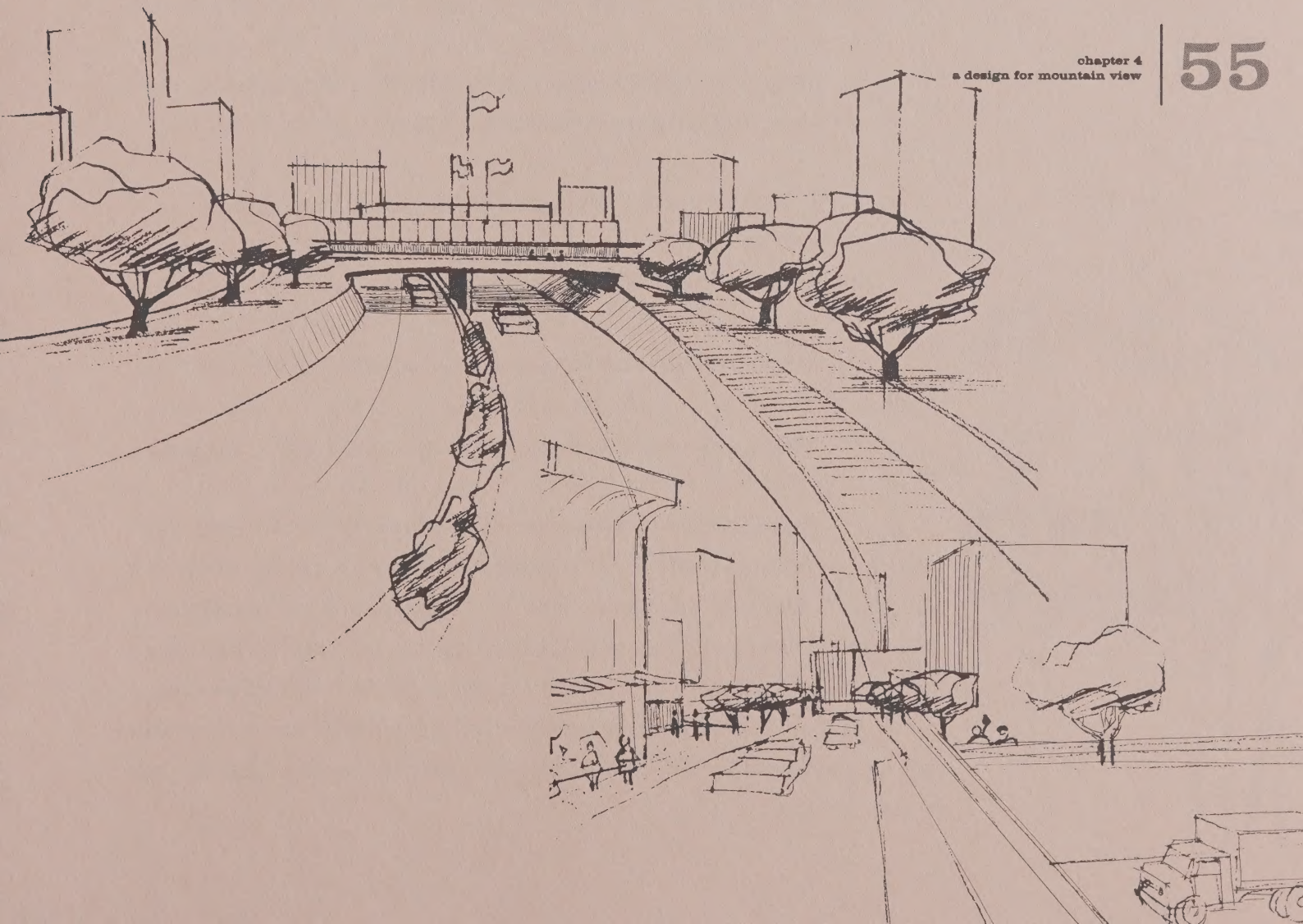
CALIFORNIA - SAN ANTONIO AREA

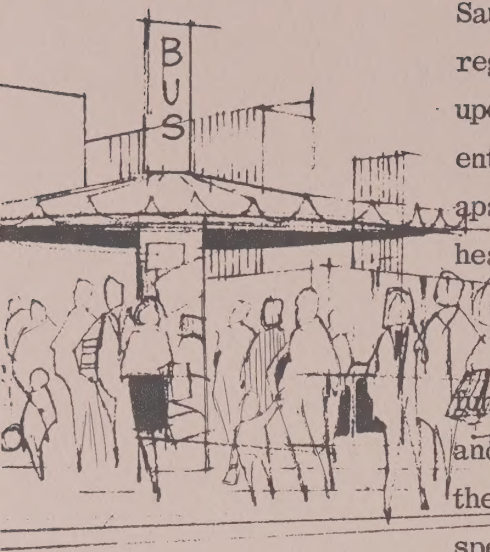


This area is bounded by the Central Expressway, Bailey Avenue, El Camino Real, and Adobe Creek. Both the existing plans of Mountain View and Palo Alto indicate the area west of San Antonio Road mainly for high-density population. However, the area is too small and too fully developed to allow the provision of public facilities to serve a high density population. Because of this fact and because of the subdivision pattern and the present quality of the low-density development, this General Plan provides the majority of the residential lands in the area for low density residential use. Along Del Medio Avenue and the railroad tracks, however, an area of larger lot sizes, the Plan provides for high-density residential development. The remainder of this area along El Camino Real and San Antonio Road is devoted to commercial land use. The design and quality of the commercial developments in this area must be carefully regulated so that they do not detract from the quality or the functioning of the San Antonio regional complex.

The San Antonio Regional Complex includes the San Antonio Center, the Mayfield Mall and most of the area in between. This retail trading area will serve as the downtown for all the surrounding cities. Its retail facilities will include four (possibly five) major department stores, and many supporting shops. It will be an entertainment center, with theaters, restaurants and commercial recreation facilities. It will be a center of office employment, with several office towers located within the complex. It will be a transportation center, with a large mass rapid transit terminal, and will serve as a transfer point between the public transit systems of Mountain View and Palo Alto.

The two sections straddling California Street should function as a unit, with continuous pedestrian and interior vehicular access across the street. Much of the length of California Street, between San Antonio and Showers, should be depressed to accomplish this. The sketches below indicate how this would function.





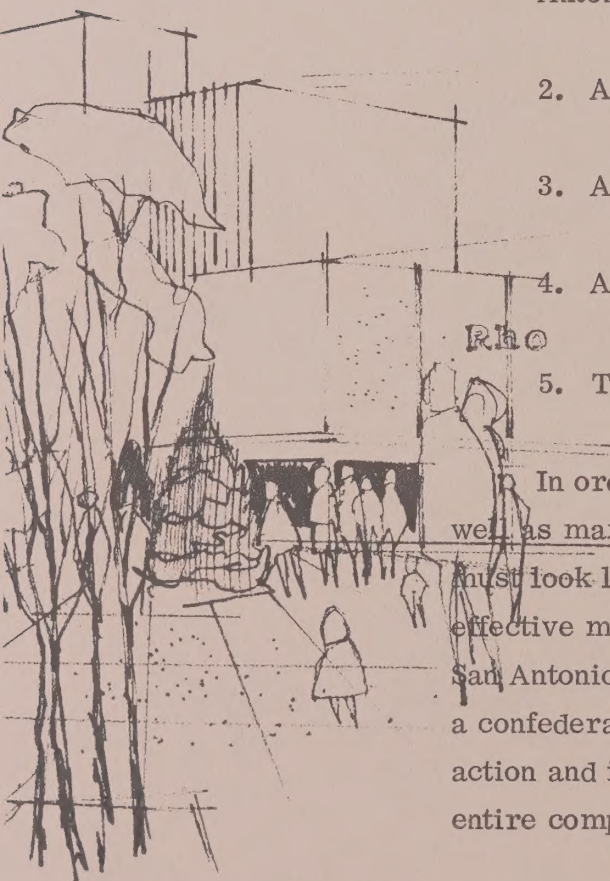
Surrounding commercial development should be limited to San Antonio and El Camino frontage, and should be directly regulated, both as to the quality of development and the effect upon traffic. Immediately surrounding land use will cover the entire spectrum: from single-family residential through garden apartments, high-rise apartment towers, retail commercial, heavy commercial service areas, and industry.

Every effort must be made to promote the integrated functioning of the shopping areas on both sides of the expressway, and to minimize traffic congestion of San Antonio Road. Perhaps the solution to this problem will require the construction of a special overpass for an intra-center elephant train.

The current San Antonio Center development suffers from the fact that it has not developed according to an overall plan. The major physical problems presently facing the San Antonio Center are:

1. Strip development along El Camino and at the San Antonio-California intersection tends to hide the Center.
2. A lack of adequate interior vehicular circulation.
3. A lack of pedestrian circulation paths.
4. A lack of unified shopping center identification (signing).
5. The failure to utilize landscaping as a unifying technique.

In order to effectively serve the needs of the community (as well as maximize profits), this entire regional shopping complex must look like and function as a unit. It appears that the only effective means of assuring the future unified development of the San Antonio Regional Complex is for the property owners to form a confederation which would be capable of implementing cooperative action and insuring the high quality and unified development of the entire complex.



After the formation of such an organization, but prior to any future construction within the center, a comprehensive, detailed plan for shopping center development should be prepared. Since the community shares a vital interest in the functioning of the center, and since control of adjacent development is necessary for its proper functioning, the City should take an active part in the preparation of the plan.

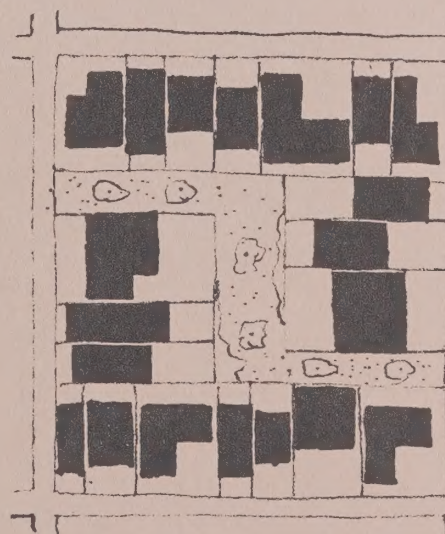
The area across Showers Drive from the San Antonio Complex should be developed as a combination of commercial and high-density, high-rise residential structures. This would help to establish the character of the San Antonio regional complex as an urban place. This is one of the two locations within the Planning Area which is suited for very high density residential development.

The industrial area on Mora Drive near Ortega Avenue remains in the General Plan. Future street design established in the precise planning process in this area should provide the major access to this industrial area from Showers Drive in order to prevent industrial traffic from using residential Ortega Street.

The University Park area near the intersection of Rengstorff and the Central Expressway is designated as medium density residential. This area, commonly known as "Castro City" was subdivided in 1908 to provide summer home sites for San Francisco residents. The lots are very small - some as small as 2500 square feet. Although the area is in transition, it is possible, through private redevelopment, under a different set of development regulations, to produce a more efficient and valuable area. The plan at the right indicates the General Plan recommendations for private redevelopment in this area. This private redevelopment might be accomplished through the use of long term, low interest loans guaranteed by special provisions of FHA regulations. The central theme in this recommendation is the pooling of the common open land within the development. This can best be accomplished through the

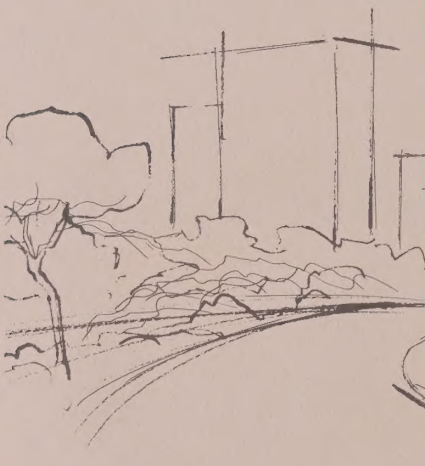
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use of attached housing – that is, the dwelling units on each lot should be built to the side property lines. As well as allowing more efficient use of the open space, this technique will allow the construction of more efficient housing units on the extremely narrow parcels of land. As shown on the sketches, private open spaces or patios could be built into each unit. The additional open space gained through this technique should be concentrated in the middle of each block. Where there are alleys, these can become the nucleus of such open space. The plans indicate the relatively large open spaces which can be gained by this scheme. These open lands should be held in common and developed and maintained by an assessment district or an association composed of University Park property owners. Architectural control will be necessary since the buildings will be attached.

Most of the remainder of this area, east of Rengstorff, is devoted to high-density residential (30 and 40 families per acre). This area will contain approximately 18,000 people at full development and will require additional public facilities. The Plan shows an additional elementary school north of California Street, three neighborhood parks and an expansion of the district park to the standard set forth in Chapter 6.



California Street is the principal collector street for this entire area from Bailey to San Antonio. It connects the two principal centers of the City and can exert a unifying force in this sub-area of Mountain View. California Street should be a boulevard, with a well landscaped median divider. It should be lined with trees and advantage should be taken of the building sites of visual importance created by the curvilinear character of the street.

An expanded district park at Rengstorff can be an important central place for the neighborhood. The Hetch-Hetchy right-of-way, developed as a public walkway, leads to the park from many parts of the neighborhood.

SYLVAN-DALE AREA

This area, east of the Stevens Creek Freeway and south of the railroad, is visually and functionally separated from the rest of Mountain View. Thus, special design emphasis is required to relate it to the rest of the Mountain View community and to give it an internal unity.

Dana Street and El Camino Real tie this area to the heart of Mountain View and to the other areas of the City. They should both be designed to ensure that this tie is visually emphasized. Sylvan Avenue is extended across El Camino to tie together the two land elements of the area. Street trees can be an important contributor to this concept.

MIRAMONTE-GRANT AREA

This large area is comprised of all of the Planning Area south of El Camino Real and west of Stevens Creek. It is a low density, primarily single-family area with a suburban character. This area is not well related to the rest of Mountain View, but the Plan proposes that it become a more integral part of the rest of the community. Emphasis on the City center, the heart of the City, where commercial, cultural, and government services are located, will help to relate this area to Mountain View. The arterial streets of this area lead directly to the rest of the City. Visual continuity along these streets can enhance this tie.

The El Camino Hospital is an identifying landmark

in this area. The district park can be a visual open space around which the area can be organized. This park should also retain several acres of working orchard to retain a tie with Mountain View history.



Two locations for structures of special visual prominence, important to the entire City, are the tips of two triangles; one formed by the intersection of Grant and Phyllis; and the other by the intersection of Castro and Miramonte.

chapter 5
land use element

land use element

INTRODUCTION

Land is one of Mountain View's most important basic resources. It is a resource which cannot be increased in quantity. The demand, however, is constantly increasing. Therefore, the use of land must be carefully planned and managed.

The land use element of the General Plan designates the general locations, the amount, and the extent of residential, commercial, and industrial land uses. These uses are arranged and coordinated to create a desirable environment for people.

Land use allocation in the General Plan is based on the knowledge of past and present physical, social and economic conditions. Data, concerned with how and to what extent the land in Mountain View is currently being used, have been gathered and analyzed. Information about the people of Mountain View - age, family size, income, etc., - has also been gathered. By analyzing these past and existing conditions, forces and trends have been identified and predictions made. These predictions serve as guideposts in determining future distribution of land uses.

Table 8 indicates the amounts of land within the Planning Area which were devoted to the various classifications of land

TABLE 8 EXISTING LAND USE - JANUARY, 1964

Land Use Classification	Land Use Acres	% of Total Planning Area	
Residential			
Low density	1482	19.0%	25%
Medium density	160	2.0%	
High density	312	4.0%	
Commercial	348	4.5%	
Industrial	355	4.6%	
Public and quasi-public	342	4.4%	
Streets and highways	1410	18.1%	
Vacant or agricultural	3376	43.4%	
Total*	7785*	100.0%	

TABLE 9 ESTIMATED LAND USE - 1985

Land Use Classification	Land Use Acres	% of Total Planning Area	
Residential			
Low density	1210	15.5%	32.7%
Medium density	390	5.0%	
High density	950	12.2%	
Commercial	450	5.8%	
Industrial	850	10.9%	
Public and quasi-public	950	12.2%	
Streets and highways	1700	21.8%	
Vacant or agricultural	1285	16.6%	
Total*	7785	100.0%	

TABLE 10 PROPOSED LAND USE - FULL DEVELOPMENT

Land Use Classification	Land Use Acres	% of Total Planning Area	
Residential			
Low density	1125	14.5%	36.0%
Medium density	469	6.0%	
High density	1208	15.5%	
Commercial	522	6.7%	
Industrial	1307	16.8%	
Public and quasi-public	1212	15.6%	
Streets and highways	1942	24.9%	
Vacant or agricultural	-	-	
Total*	7785	100.0%	

*Although the total area of the Mountain View Planning Area is 12,791 acres (20 square miles), the area available for urban development is considerably less. San Francisco Bay, the salt evaporation ponds, and Moffett Field account for 5,006 acres (7.8 square miles). Thus for the purposes of this section dealing with the urbanization of the Planning Area, the totals and percentage figures relate to the developable area, or 7,785 acres (12.2 square miles).

use in January, 1964. Slightly less than 60 percent of the developable land within the Planning Area was developed in urban uses in 1964, while approximately 40 percent remained vacant or in agricultural use. Figure 10 is a map of the distribution of existing land use.

The Economic Analysis indicates that, by 1985, 78 percent of Mountain View will be developed, with 22 percent remaining vacant or in agricultural use. Table 9 indicates the estimated distribution of land uses for 1985.

By 1985, Mountain View will not have reached full development. Thus, the 1985 table reflects only a stage along the way to the realization of the provisions of the General Plan. The amounts of the various types of land use provided by this Plan for full development are shown in Table 10.

The projected population levels of the Mountain View Planning Area, based upon the assumption that Mountain View will receive a constant share of the growth of Santa Clara County, are indicated below; the full development population is based upon the holding capacity of the residential land use densities proposed by the General Plan.

TABLE 11 PROJECTED POPULATION - MOUNTAIN VIEW PLANNING AREA

1965	1970	1975	1980	1985	Full Development
50,000	63,000	77,000	91,000	105,000	120,000

SECTION 1 RESIDENTIAL LAND USE

The most striking provision of this General Plan is that 80 percent of the people living in Mountain View at full develop-

LAND USE

RESIDENTIAL

Low Density
6 units / net acre

Medium Density
12 units / net acre

High Density
20 units / net acre

COMMERCIAL

Neighborhood
Commercial

Community
Commercial

Regional
Commercial

Strip
Commercial

Service
Commercial

INDUSTRIAL
Limited
Industrial

General
Industrial

CIRCULATION

Freeway

Major Arterials

Collectors

Railroad

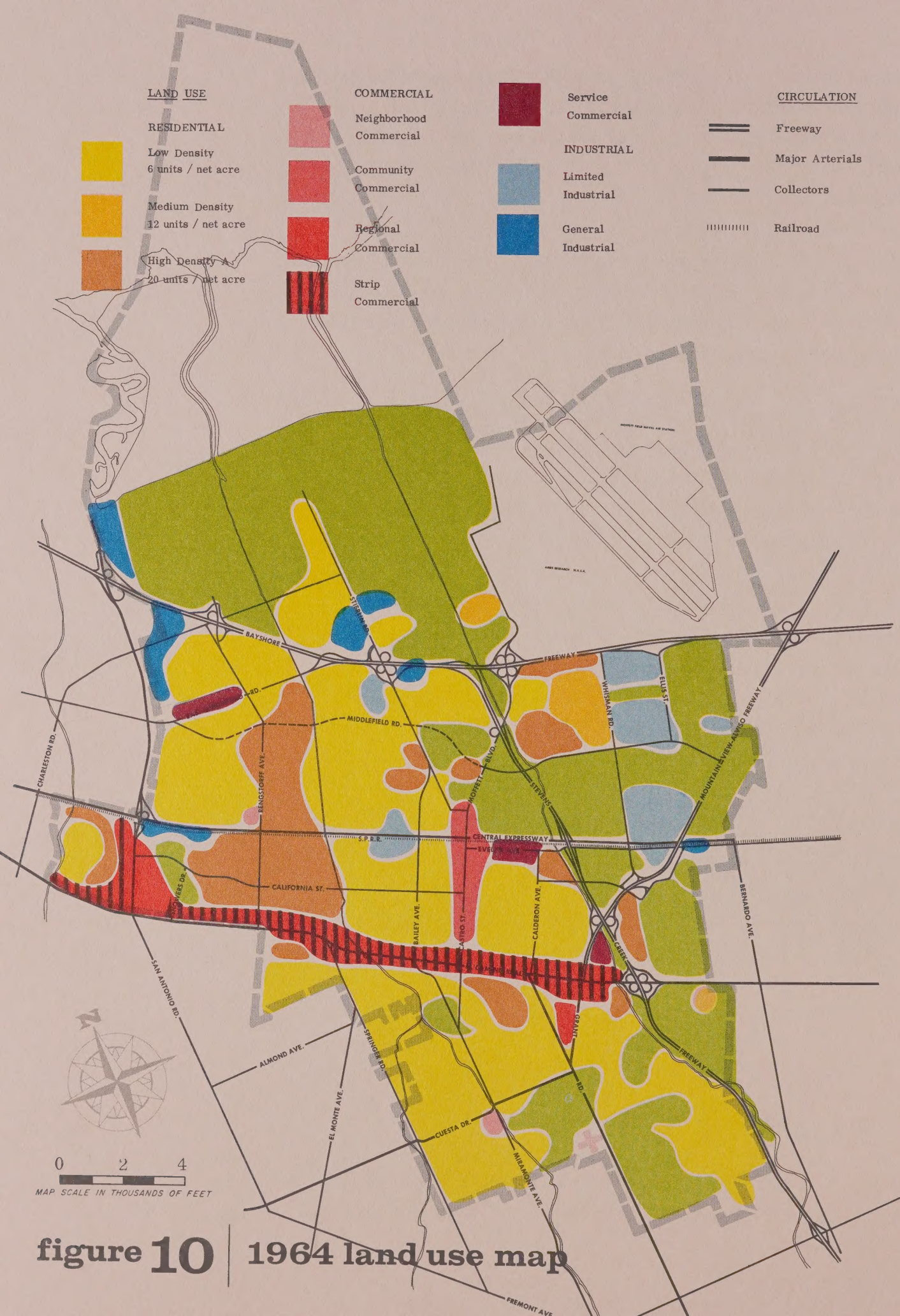


figure 10 1964 land use map

ment will be living in high or medium-density areas; only 20 percent of the population is likely to be living in low-density, single-family areas.

The table below indicates the six different classifications of residential densities provided in this Plan, together with the full development acreage and the number of dwelling units for each. In order to contrast these figures, the number of existing dwelling units is also indicated. The fold-out General Plan Map, just inside the back cover, indicates the location of the areas of different residential densities.

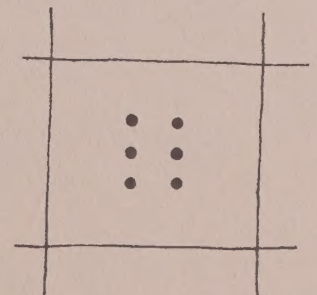
TABLE 12 GENERAL PLAN RESIDENTIAL DENSITY STANDARDS

Density Classification	Average No. of Dwelling Units Per Net Acre*	Acres* Proposed at Full Development	Total No. of Dwelling Units Proposed at Full Development	Percent of Total No. of Dwelling Units	Existing Dwelling Units (January, 1966)
Low density	6	1125	6700	15.2%	8229
Medium density	12	469	5600	12.7	2369
High density A	20	759	15200	34.4	
High density B	30	277	8300	18.8	
High density C	40	129	5200	11.7	9396
High density D	75	43	3200	7.2	
Total		2802	44200	100.0%	19994

*All land use acres referred to in this General Plan are net acres; that is, the area needed to be devoted to streets, schools, parks, etc. has been subtracted.

Low Density Residential (Average of 6 Dwelling Units Per Acre)

Within limits, the Plan devotes the maximum amount of land possible to low-density residential use. Thus, it is recommended in this Plan that many of the presently developed single-family areas should be maintained as single-family areas, indefinitely. These areas are shown on the General Plan Map. If and when the houses in these areas deteriorate, they should be replaced by new single-family homes. If Mountain View's Building Rehabilitation Program (functioning as a housing code) continues to be vigorously enforced, and deteriorating dwellings are removed or brought up to standard, the desirability and



value of these areas will be maintained. Thus, there will be no reason to increase densities in these areas in order to encourage redevelopment.

Importance is given to the low-density areas for several reasons. First, low-density areas offer living space to accommodate larger families and families desiring privately held open space. This is in keeping with the goal to maintain a varied population. Second, the single-family areas afford the community an image of stability, permanence and prosperity. Finally, the maintenance of low-density areas assures a living place for long-time residents who give the community a sense of continuity and identification with the past.

However, there are two factors which serve to severely limit the amounts of land for future low-density residential use:

1 - Many of the presently undeveloped lands which are suitable for low-density residential use have already been zoned for higher-density, multiple-family residential use. Reduction of zoning densities in these areas is highly unlikely, due to the inflated land values brought about by speculative transactions.

2 - Many of the older subdivisions in Mountain View, now ready for redevelopment, are composed of relatively large one-acre parcels, arranged in large blocks. Examples of this are the lands along Sierra Vista and Tyrella Avenues. In these instances, the subdivision pattern, established many years ago, precludes efficient low-density residential design.

More than half of the total number of low-density dwelling units provided by this General Plan will be located in the area south of El Camino Real, where orchard and flower-growing lands are being replaced by single-family subdivisions. It is estimated that this area will be fully developed by 1985.

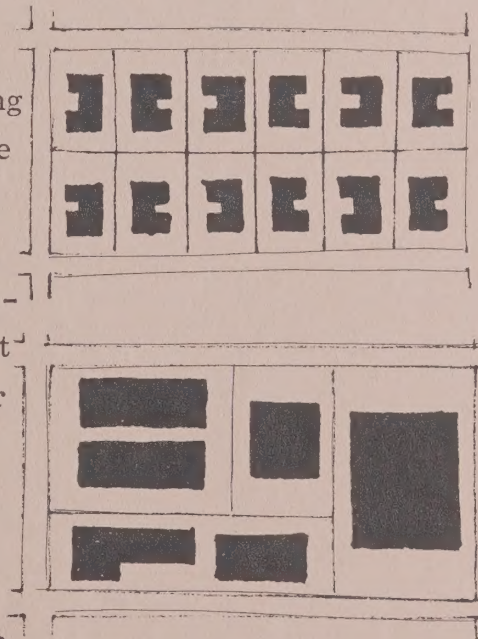
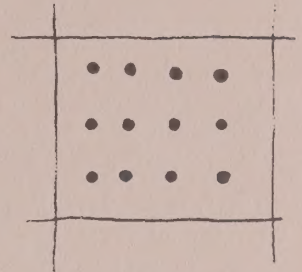
Other low-density areas shown on the Plan are: The Calderon Avenue - Mercy Street area, the Thompson Avenue area, the Farley Street - Montecito Avenue area, the Middle-field - Linda Vista Avenue area, the Spring Street area, and the Monroe Drive area.

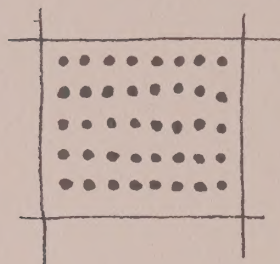
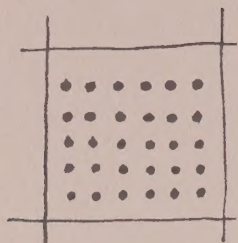
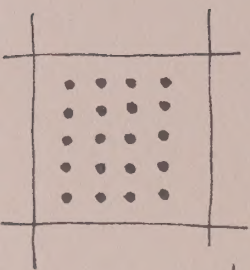
Medium Density Residential (Average of 12 Dwelling Units Per Acre)

Most of the dwelling units located in medium-density areas are proposed to be located in the North Bayshore area; approximately one-third of the medium-density acreage is located south of the Bayshore Freeway.

Almost all of the medium-density residential development in the past has been in duplex subdivisions. However, duplex developments are typically inefficient; the land is split into small parcels, and the open areas remaining after parking tend to be small and poorly distributed. It is the recommendation of the General Plan that medium-density lands be maintained in large parcels, and that developers make use of the dwelling group or planned-unit development provisions of the Mountain View Zoning Ordinance. These tools offer the developer the greatest latitude in designing a combination of dwelling types. Especially in the North Bayshore area, where the parcels of land are large, a residential development can be designed which would mix single-family residences, garden apartments, and high-rise towers, at the same time maintaining an average density of 12 families per net acre.

The medium density areas provided in the Plan offer the greatest opportunity for mixture of dwelling types. This is a very important concept, because, through its use, Mountain View can counteract the unfortunate effects of the segregation of dwelling types. It must be convenient for people who live in the different kinds of housing units in Mountain View to meet,





minge, and participate together in community activity.

High Density Residential A, B, & C (Average of 20, 30 and 40 Dwelling Units Per Acre)

At full development, approximately two-thirds of the population of Mountain View will be living in high-density dwelling units. Apartments will occupy more privately-developed land than any other use in the City. This is the result of commitments that have been made over the last ten years. These commitments made by the community were based upon population pressures, limited land availability, the existing pattern of land subdivision, the desire for higher land values, and the demand for apartment living space created by the large numbers of young people attracted by new industries.

The 1964 high-vacancy rate in multiple-family units was a consequence of the development pattern. Multiple-family units are alternately overbuilt and underbuilt as supply and demand attempt to equate. This oversupply is temporary in nature and will be absorbed by population growth.



The population growth in the San Francisco Bay Area, together with the increased demand for the limited land available, means that a larger percentage of families will, of necessity, be living in apartments. A larger number of children will be growing up in apartments, and people will be living in apartments for a longer period of time. How these multiple-family dwellings and the areas in which they are located develop, will, more than any other single factor, determine the character of the City: tenements without open space or garden apartments on spacious sites; two-story walkups or high-rise towers; transients awaiting vacancies in a more desirable area or a stable, voting population; homogeneous ghettos or heterogeneous neighborhoods?



Poorly designed, low quality, speculative apartment buildings can create a feeling of impermanence and can be useful only to those who seek a temporary way-station. Such a transient population lacks a sense of identification with Mountain View. This is not necessary - it is not "just one of the facts" of multiple-family development. Every effort must be made to create an efficient, pleasant living environment for the future multiple-family population in order to encourage the residents of high-density areas to be interested, participating members of the community.

There are a number of ways to ensure that apartment house areas meet these requirements. The amount of usable open area on multiple-family residential sites must be greatly increased; privacy must be provided each housing unit; the quality and permanence of construction must be improved; the developments must be attractive, in order to generate the pride of their occupants. New, original concepts in residential construction must be encouraged and favorably received.

In multiple-family areas where there is a concentration of small lots, encouragement must be given to combining - to create larger, more efficient development sites. Combining cannot be expected until vacant lands, available for multiple-family use have developed. Encouragement can be strengthened by the requirement of larger usable open areas and through the prohibition of "back-yard" apartments.

It is imperative that high-density residential areas be provided with means of transportation other than the private automobile, in order to prevent traffic congestion and in order to reduce the cost of parking areas that would be required. An integrated transportation system consisting of a local bus service, taxis, pedestrian paths, and bikeways together with mass rapid transit, must be encouraged. This is discussed further in Chapter VI.



Public facilities must be provided with special emphasis on the needs of multiple-family residents.

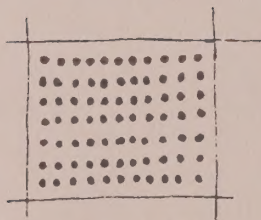
Areas for twenty, thirty and forty families per acre are indicated on the General Plan Map. These densities are consistent with long standing community standards contained in the Zoning Ordinance. These standards are consistent with an efficient, pleasant environment provided: 1) they are applied in accordance with the availability of transportation and community facilities; 2) the standards are improved to require more open space on the site, greater space between buildings, more private outdoor areas, and improved quality of materials and construction; and 3) the quality and variety of design is improved.

The Plan generally provides for higher densities within this range (20 - 40) as the transportation and commercial centers of the City are approached.

High-Density Residential - D (Average of 75 Dwelling Units Per Acre)

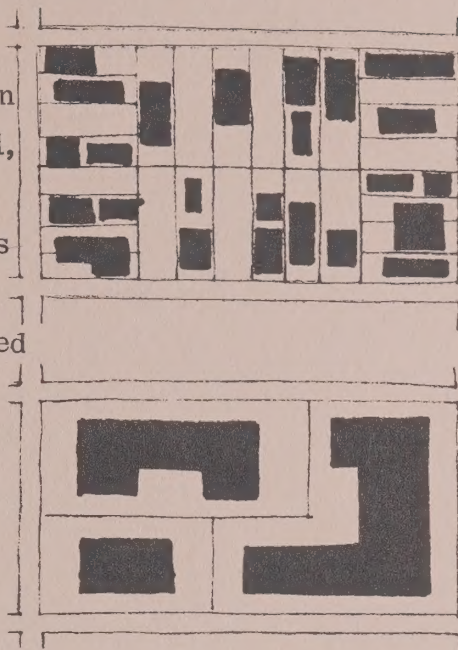
Good, creative, and imaginative design of high-rise, high-density residential developments can add a new vertical dimension to Mountain View. The view of the trees, the mountains, and the sparkling Bay would be constantly inspiring. As Mountain View's character becomes more urban, and as it approaches its full development population level, the demand for high-density residential dwelling units will become greater. Developers' plans already indicate the beginnings of this demand.

The appropriate location of high-density D residential development in Mountain View is in the two areas of intense daytime activity: the heart of the City, and the San Antonio Center. Both of these areas will be well served by an arterial street system, and both will have mass rapid transit terminals nearby. The concentration of people living in and near the heart



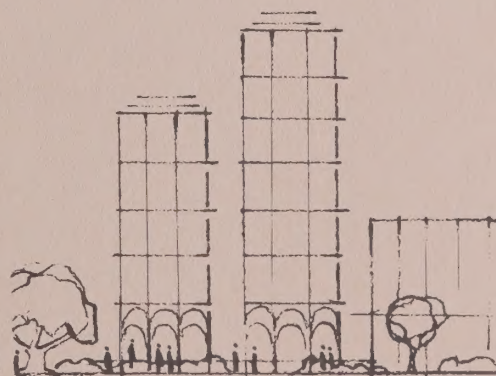
of the City will invigorate its retail activity. The activity, normally limited to the daylight hours in both commercial areas, would be extended into the evening and night.

The Plan provides an eight-block area of 75-unit-per-acre high-density residential D adjacent to the heart of the City between Franklin and Bailey Streets. This area is characterized by small, single-family lots (50' x 150') and older single-family dwellings. This will require the gathering of land to create large sites. This will be done when vacant lands available for multiple-family use have been absorbed. It will never occur if properties are burdened with further investments on the small lots in the form of small apartment houses. The minimum lot size on which multiple development is permitted should be one acre. Apartments built behind single-family homes should be discouraged.



The only other high-density residential D is indicated in the area between Ortega Avenue and the new Baza'r store. This land is in large holdings and is not burdened with the problem of lot assemblage. The area is close to transportation, commerce and public facilities. It will provide a source of people for creating an active, well populated urban place of the San Antonio area.

In these very high density areas extreme care must be taken to assure the very best in high-rise residential design. One necessary step will be to greatly increase, beyond the City's present requirements, the amount of open area around high-rise towers. Attention must also be paid to the need for privacy.



The General Plan recommends that Precise Neighborhood Plans be established for all high-density areas of the City. In the preparation of the precise plans, special attention should be given to the following:

1. Existing lot sizes should be examined to determine



the feasibility of planned-unit-developments. If planned-unit-development is determined to be desirable for certain lots, these should be so earmarked - possibly with a new zone.

2. Where possible, a system of well-landscaped walkways and common open spaces should be provided.

Figure 11 shows the full development population for each sub-area of the City using the density standards (Table 12) and the application of the low, medium and high densities discussed in this section on residential land use. The fold-out General Plan Map, inside the back cover, indicates the location of the various densities.

SECTION 2 COMMERCIAL LAND USE

The organization of commercial uses in the community should be so arranged as to be convenient for the consumer, beneficial to the merchant and in the best interests of the community as a whole.

The consumer requires commercial facilities supplying day-to-day needs (convenience goods and services) close to the home so that he may avoid frequent long trips to supply daily needs. This is the neighborhood commercial service.

The retail consumer also requires commercial facilities which provide a larger selection of big, more expensive, less often required goods. Such facilities should be large to accommodate many stores, can be located a greater distance from living areas, and should be located on major transportation routes for ease of access. Thus, the number of such facilities should be limited.

figure 11 | population of sub-areas
at full development



This need is met by the community or regional commercial service.

Consumer needs dictate that in these facilities, there be ample parking, that the centers be compact and pedestrian-oriented, and that they be located in proximity to other activity areas such as, cultural and recreation areas, government areas, etc.

To assure compact pedestrian centers, the automobile-oriented retail facilities should be somewhat removed from pedestrian centers.

Specialty-goods shopping can be an important form of recreation. The consumer should be supplied with facilities which satisfy this need.

The merchant needs to be assured that no more commercial land is available than can be supported by the population. Too much commercial land results in, among other things, high vacancy rates and loss of capital investment by the merchant. The merchant requires locations well placed in relation to the population served and which will afford good transportation access. He requires locations which offer opportunity for effective identification. The distribution and size of commercial sites must be in accordance with efficient market techniques and the various types of commercial establishments must be grouped in such a manner that they complement each other.

The community's interest concerns efficient use of the public facilities: the surrounding streets and utilities must not be overburdened and commerce must blend harmoniously with the surrounding land uses. Healthy commercial areas in the City contribute substantially to the financial well-being of the City by providing tax revenues and jobs. Commercial areas create the activity and life essential to an urban community.

There are five levels of commercial areas which are designed to fulfill the requirements above:

1. **Neighborhood Commercial Area:** This type of facility is typified by the neighborhood shopping center, which supplies convenience goods and services to the immediately surrounding population. Convenience goods and services represent daily needs which must be replenished regularly, such as food, drugs, variety, laundry, barber, etc. Office uses should be limited to professional offices serving the neighborhood.
2. **Community Commercial Area:** Community commercial facilities offer more specialized goods and services, which depend upon the entire community for their support, and provide space for a concentration of office uses.

Mountain View has two types of community commercial areas: The first, and by far the more important, is the central business district at the center of the City. The retail trade which is carried out in this area is a vital part of the functioning of the heart of the City. The second community commercial area is the Pay Less shopping area and the proposed surrounding commercial development. Although not large enough to be called a regional shopping center, this facility depends upon a relatively large community-sized trade area for its support.

3. **Regional Commercial Area:** Regional commercial facilities deal primarily in goods for which people usually shop and compare, such as appliances, apparel, department store merchandise and furniture. Offices and commercial recreation also have a place in regional commercial areas. The regional commercial facility located within the Planning Area, which depends upon a

trading area larger than Mountain View for its support, is the commercial complex developing along San Antonio Road, composed of the San Antonio Center, Mayfield Mall, and the adjacent area.

4. Strip Commercial Area: These are largely automobile oriented commercial establishments which are, for the most part, self generative. Such establishments would not depend upon large adjacent "anchor" stores. Typical of this kind of commercial area is the El Camino Real.

5. Commercial Service Area: This is commercial space sometimes referred to as heavy commercial, but which serves other retail areas with warehousing, distribution^a points and services and which also provides space for retail services incompatible with pedestrian oriented stores, such as automotive service centers, building material sales, etc.

Neighborhood Commercial

Neighborhood shopping centers, as stated above, provide primarily the convenience goods and services needed regularly by the people living close by. The population of the supporting trade areas may range from 3,000 to 20,000; a reasonable minimum for Mountain View is 6,000.

Neighborhood shopping centers should not be located less than a mile apart. Past experience in the rest of Santa Clara County has shown that, when neighborhood shopping centers are permitted to develop at intervals of less than one mile, both centers tend to become marginal; their drawing power is dissipated, and the turnover and vacancy rate becomes high. Even though the major tenant, the supermarket in each center, might be able to survive, the smaller subsidiary shops, which depend upon a larger trade area, cannot.

Neighborhood shopping centers must be located and designed so as to function as an integral part of the neighborhood. Special care must be taken with building design, site layout, parking areas and landscaping to assure compatibility with the adjacent residential uses. Neighborhood shopping centers should generally be located at the intersection of a collector street and an arterial. They should be designed as a unit, so that they function most efficiently with respect to identification, access, parking, and pedestrian movement. Although it is usually wise to provide room for future expansion, the size of the site should be to scale with the projected needs of the trading area population.

The General Plan proposes that future neighborhood shopping centers be designed to provide space for the location of medical and dental offices. Also, the General Plan recommends the location of a branch library in the Bailey Park neighborhood shopping center. These facilities should be designed so that they are convenient to the pedestrian shopper. At the same time, both the medical office and library structures should be designed for their own specific functions. The sketch below indicates how this could be done.

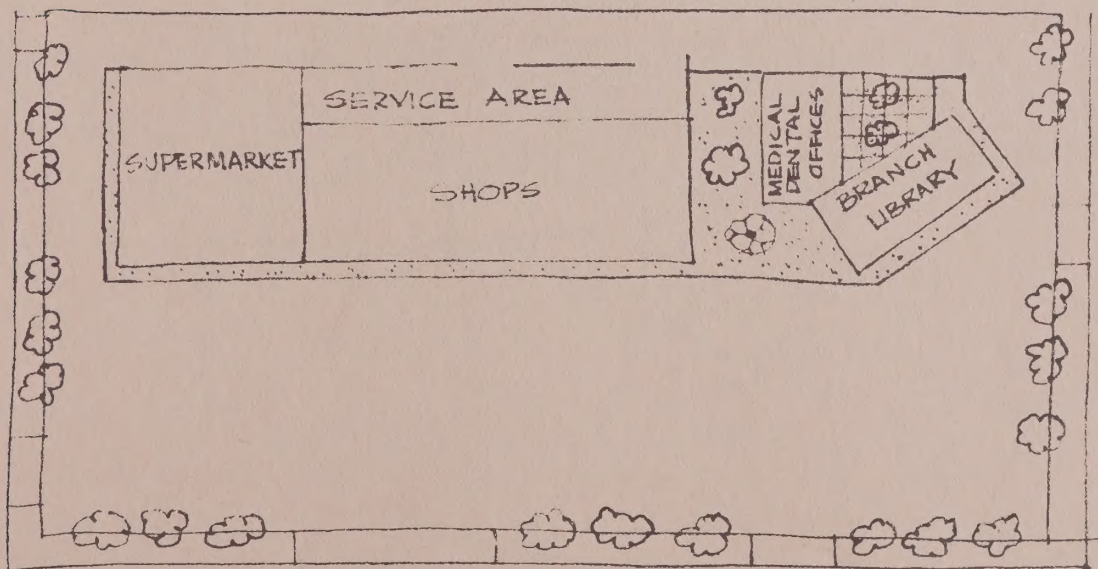


figure 12 | neighborhood shopping center location map



0 2 4
MAP SCALE IN THOUSANDS OF FEET



legend:



Neighborhood Shopping Center



Trade Area Boundary

Figure 12 indicates the neighborhood shopping centers and their trade area boundaries; the table below lists the projected ultimate population, food expenditures, and super-market space demand for each trade area. These figures were based on an estimated \$360 annual per capita food expenditure, and a sales volume of \$125 per square foot of sales floor area. These bases were developed in the Economic Analysis.

TABLE 13 FOOD MARKET SPACE DEMAND FOR EACH PROPOSED NEIGHBORHOOD SHOPPING CENTER TRADE AREA - FULL DEVELOPMENT

Shopping Center Number*	Full Development Trade Area Population	Total Annual Food Expenditure	Neighborhood Trade Area Share	Square Feet of Food Store Area Required
1	12,000	4,320,000	3,240,000	26,000
2	11,000	3,960,000	2,970,000	24,000
3	13,000	4,680,000	3,510,000	28,000
4	11,000	2,960,000	3,564,000	28,000
5	12,000	4,320,000	3,888,000	31,000
6	9,000	3,240,000	2,430,000	19,000
7	15,000	5,400,000	4,050,000	32,000
8	13,000	4,680,000	4,212,000	34,000
9	11,000	3,960,000	2,376,000	19,000
10	13,000	4,680,000	4,212,000	34,000

* Numbers refer to shopping centers indicated on Figure 12.

With the exception of the regional and community shopping areas which also perform the function of neighborhood shopping centers, the following general size standards should apply:

TABLE 14 NEIGHBORHOOD SHOPPING CENTER SIZE STANDARDS

Site Size	Building Area	Number of Tenants
5 - 7 acres	50,000 - 60,000 sq. ft.	6 - 20

The following describes each of the neighborhood shopping centers indicated in the Plan:

1. North Bayshore Shopping Center. This center is proposed to be the only commercial center to serve the North Bayshore area. The projected population of its trade area does not include the residents of the Naval

housing, since it is assumed that their convenience shopping will be done at the Navy Commissary. The projected space demand indicates the need for a large supermarket building area; this shopping center should be designed for the possible addition of a second supermarket, as well as a branch library.

2. Rengstorff Shopping Center. The construction of an interchange at Rengstorff Avenue and the Central Expressway will necessitate the relocation of the existing shopping center which serves this area. The General Plan shows the relocated shopping center near the intersection of Rengstorff Avenue and Middlefield Road where it will more adequately serve the population north of Middlefield Road. One supermarket in this center, together with the food store in the Mayfield Mall complex and the incidental small convenience outlet near Alvin Street, should satisfy the space demand for the trade area.

3. Bailey Park Plaza. The projected space demand indicates the possible need for additional supermarket area in this center. The Plan provides for a branch library adjacent to this center.

4. Whisman Shopping Center. Since this center is located in an area isolated by freeways, special care must be taken in its design to provide the necessary medical-dental and bank facilities. The needs of the adjacent large industrial area must be taken into account.

5. San Antonio Center. This developing regional center also performs the function of a neighborhood center to the immediately surrounding population. The convenience facilities located in this center, however, derive a large portion of their support from people outside the immediate trade area, who are doing comparison shopping in the center.

6. Clarkwood Center. This neighborhood center, with two supermarkets in close proximity, serves both the immediate trade area and traffic on El Camino Real. It is possible that this center could be redesigned to better integrate all elements of the center.

7. Center of the City. The central business district, a community commercial area, also serves as a convenience goods center to the immediately surrounding population.

8. Grant Road-El Camino Shopping Area. This shopping area depends upon a larger supporting population, but, at the same time, provides convenience goods and services for the adjacent population.

9. Cherry Chase Shopping Center. This center, although outside the Mountain View Planning Area, will be the largest convenience center serving this portion of Mountain View. However, since Cherry Chase will be required to serve the needs of a much larger trade area, the proposed smaller facilities at Sylvan Avenue on El Camino Real will be necessary to satisfy the demand of these Mountain View residents.

10. Blossom Valley Shopping Center. The large number of tenants in this center requires that it depend on a larger than normal trade area for its support.

Community Commercial

Community commercial areas are larger than neighborhood shopping centers. Because of the number and types of stores, the community commercial areas depend upon a larger,

more nearly "community-sized" trade area for their support. These areas also provide office space serving the entire community. Mountain View has two so-called community commercial facilities: the first, and by far the most important, is the Castro Street area of the heart of the City; the second area, less clearly a "community" facility, is the Pay Less Shopping Area.

Castro Street. The commercial activity which takes place around Castro Street is an essential part of the functioning of the heart of the City. As such, it has been described in detail in Chapter 4, A Design for Mountain View. This approximately 50 acre area should provide a wide variety of specialty shops, offering goods and services with emphasis on quality and personal service. It serves the entire Mountain View Planning Area with specialties not available elsewhere. Around Castro Street, the City's major office center should be developed providing office space for central financial institutions, home offices for large corporations, etc.

Grant Road-El Camino Shopping Area. The Pay Less Store located on Grant Road south of El Camino Real is the nucleus for the second community commercial area. The Plan provides 16 acres within the Grant Road - Phyllis Avenue triangle. This facility, evidenced by its advertising program, depends upon a unique trade area for its support.

To foster the success of the Pay Less complex, it is imperative that the acreage be limited to its present 16 acres and that a unity of architectural design for the entire development be achieved. It is especially important that the commercial areas east of Grant Road be limited to those oriented to El Camino Real. These commercial areas should not be extended along or oriented to Grant Road. If commercial uses are allowed to be located opposite the Pay Less complex on Grant Road, many problems will arise. Two competing centers will evolve; and, this situation will

prove to be economically detrimental to both. Traffic would become an acute problem, especially on Grant Road which feeds directly into the Mountain View-Alviso Freeway. Such development would be one step further towards inefficient "strip" commercial along Grant Road.

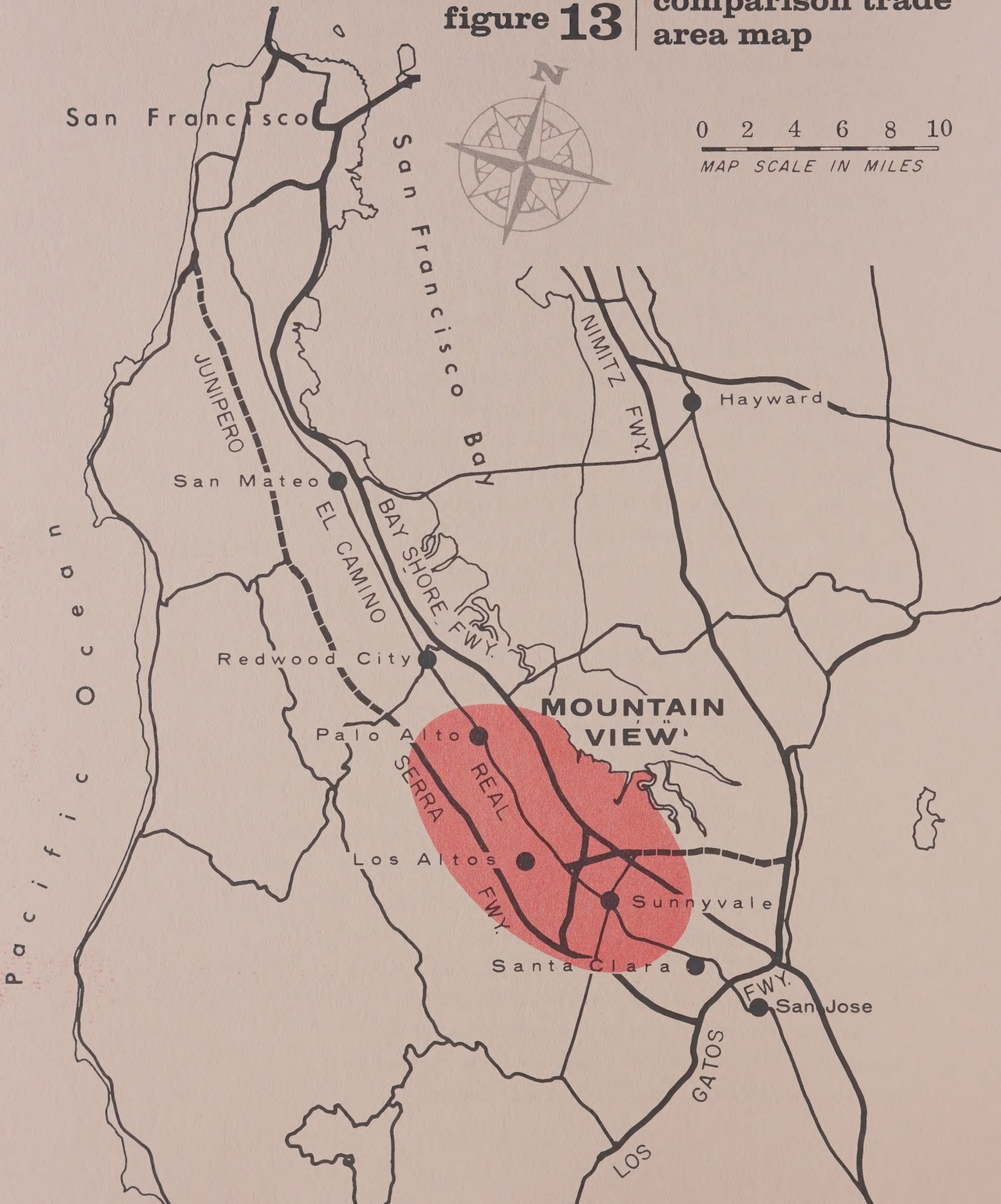
Regional Commercial

The stores which provide the more expensive comparison goods (furniture, apparel, etc.) depend upon a much larger trade area than the Mountain View Planning Area for their support. Figure 13 indicates the comparison zone trade area for Mountain View, as defined in the Economic Analysis. The trade area includes Palo Alto, Mountain View, Los Altos, Los Altos Hills, Sunnyvale, and portions of Santa Clara and Cupertino. The estimated 1965 population of this area is 287,000, and the projected 1985 population is 585,000.

The San Antonio Regional Complex is one of three regional shopping facilities in Santa Clara County. The other two are the Stanford Shopping Center, located 4 1/2 miles northwest on El Camino Real, and the Valley Fair Shopping Center, 12 1/2 miles southeast, in San Jose.

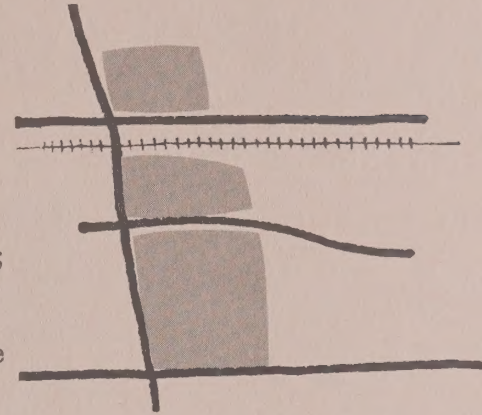
The San Antonio Regional Complex is composed of three areas: the first is the area presently known as the San Antonio Shopping Center, bounded by El Camino Real, San Antonio Road, California Street, and Showers Drive. The second part is that area directly to the north, between California Street and the Southern Pacific railroad tracks. Approximately half of this area will be required for a future rapid transit terminal, as indicated in Chapter 7. The General Plan proposes that these two areas be designed and developed as a unit, by lowering California Street,

figure 13 | comparison trade area map



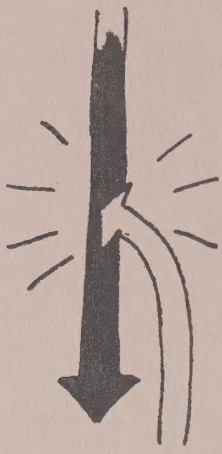
and constructing buildings, pedestrian malls, and vehicular access roads over the street. The third area of this regional commercial complex is the Mayfield Mall at the northeasterly corner of San Antonio Road and Central Expressway. This area is physically separated from the rest of the complex by the railroad tracks and the expressway. These three areas should function as a unit.

The San Antonio Regional Complex has excellent access and is at the geographic hub of three cities. It has frontage on two major arterials, El Camino Real and San Antonio Road; direct access from the Central Expressway; and easy access from Bayshore Freeway. Because of these facts, and because of the large projected population in its trade area, the San Antonio Regional Complex has the potential of becoming the largest and most powerful regional shopping center in Santa Clara County. This potential, however, will not be realized if future development follows the uncoordinated pattern it has in the past. Chapter 4 describes the physical design problems and limitations of the complex and suggests solutions.



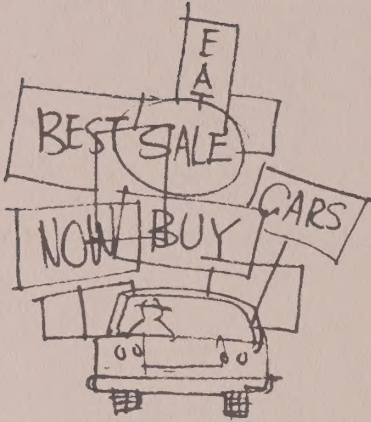
Strip Commercial

El Camino Real is the City's principal strip commercial area. The typical stores which locate along this historical commercial "ribbon" are self-generative, auto-oriented commercial uses. That is, a shopper usually makes a special trip to go to a particular store in this strip. Examples of these uses are automobile sales, trailer sales, furniture stores, commercial entertainment uses, restaurants, and motels. These large-lot commercial uses do not have to depend upon larger nearby stores to draw customers, as is the case in a shopping center. However, on many of the smaller parcels, generally between Calderon Avenue and Escuela Avenue,



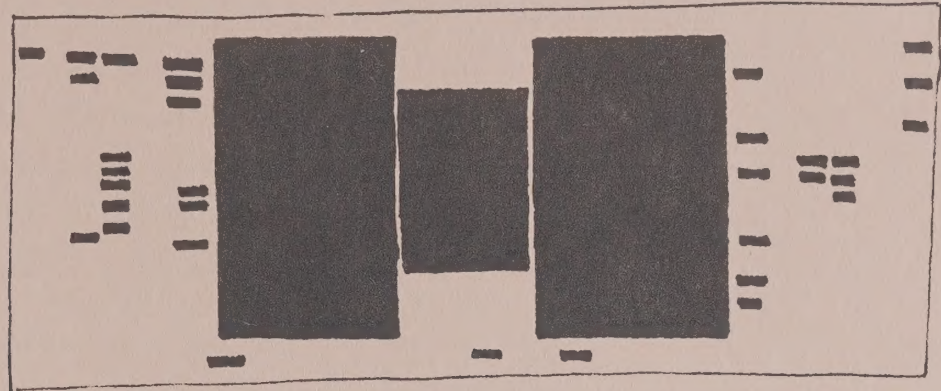
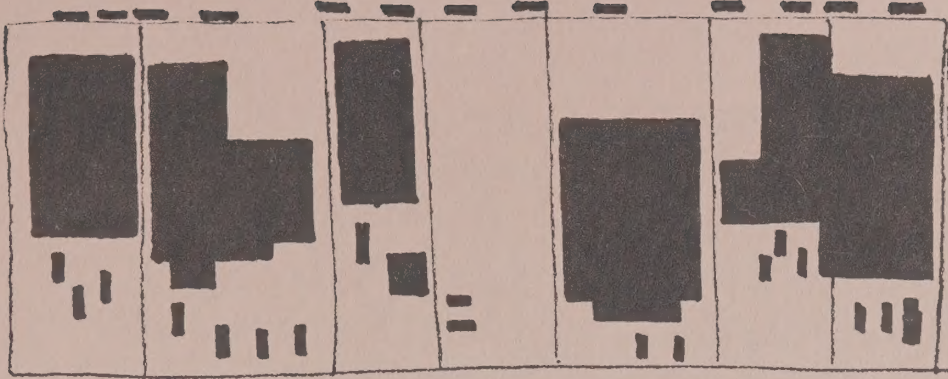
there are mixed commercial uses of all kinds. These are the areas where problems of strip commercial development are most acute. These problems are:

1. Parking areas, especially in the older, shallow lot areas near the center of the City are completely inadequate.
2. Vehicular turning movements on, off, and across El Camino Real are dangerous, and severely limit the capacity of the roadway.
3. Each business requires a separate sign large enough to be seen by the motoring public; this creates a condition of visual chaos and confusion.
4. Pedestrian crossings of strip commercial streets are difficult and dangerous.
5. Shoppers are required to use their automobiles to go from one business to another.



The most desirable answer to these problems is to group commercial uses into two or three concentrated centers along El Camino Real with residential uses in between. Unfortunately, this solution cannot be applied since commercial uses now occupy nearly all of the frontage on El Camino Real. It is unlikely that areas zoned and used for commercial purposes can be changed to residential uses.

The best solution must necessarily be a compromise. The General Plan recommends that every attempt be made to encourage concentration of businesses within each block with adequate off-street parking provided. The plan and sketch below illustrates this recommendation.



Parking districts should be formed along El Camino, and the lands occupied by structures which are nearing the end of their useful lives used to provide adequate space for parking. This proposal would lead to a more efficient, economical use of the land, since parking areas would be shared by several businesses. Traffic congestion would be relieved by limiting the number of places for automobiles to turn on and off the roadway. The commercial uses would then be developed in small clusters. Each cluster could be developed to a unique architectural scheme. The signing and identification of the stores in each cluster could be combined, thus reducing the confusing clutter.

El Camino, for its entire length, requires street improvement not only for the carrying of traffic as indicated in Chapter 7, but to enhance the value and desirability of these commercial lands. Underground power lines and a well landscaped median strip are required to develop a quality appearance on this boulevard.

Commercial Service Areas

Lands for service to other retail areas and for businesses which require large sites are provided on the fringes of the central city commercial area along Villa Street and on Moffett Boulevard north of the Expressway. Near the San Antonio Regional Complex, there is an area provided just south of the expressway. The triangular area between Stevens Freeway, Mountain View-Alviso Freeway and El Camino Real is indicated for service commercial largely because it is now so used and because it provides access to transportation required for such uses. The service commercial which has developed along East Middlefield Road west of Rengstorff is also shown on the Plan.

SECTION 3 INDUSTRIAL LAND USE

Industry is needed to provide employment for Mountain View residents, to provide tax revenues for necessary public expenditures, and to consume the goods and services produced in Mountain View. In order to carry out its functions within the community efficiently, the number, type and location of industrial sites must be carefully planned. Remnants of land left-over from other uses, poorly drained lands, lands lacking improved streets and utilities, and deteriorated residential neighborhoods are not acceptable to industry. Industry needs good access to a regional transportation network, grouping by compatible industrial types (for example, drop hammers are incompatible with the assembly of fine electronic instruments), a wide range of site sizes, protection from the encroachment of uses inimical to industry, a proper environment (with prestige, if necessary), and a nearby labor supply.

Mountain View's objective is to attract diversified industries to smooth out the effects upon the community of the progressions and recessions of any one industry. There should be enough land reserved for industry to meet the future needs (employment, taxation) of this community. Mountain View should attract industry by assuring available, improved, industrial land.

Existing City policy relating to industrial land use recognizes the importance of attracting industry to the community. However, the area required for future industrial needs in the community has generally been overestimated. With the purpose of attempting to attract industry to the community by providing a large selection of sites from which to choose, 1550 acres were zoned for industrial use in 1964. Industrial development in Mountain View in 1964 occupied 351 acres;* however, only 290 acres of these industrially used lands were zoned for industry. Thus, City policy had provided an inventory of 1260 acres of industrially-zoned land for the future. Much of this land is in the North Bayshore Area which was subject to flooding prior to the completion of the Stevens Creek flood control channel. The existing minimum elevation ordinance requiring floor elevations of 16 feet for commercial and residential structures, and 7.2 feet for industrial structures, effectively excludes residential and commercial development from most of the area. Lacking a program for holding the land in reserve, the incorporated lands in the North Bayshore Area have all been zoned for industry, and industry has been allowed to develop in scattered locations. Since most of the North Bayshore area is unincorporated, this policy, in effect, commits for future industrial use an area much larger than the 1550 acres presently zoned for industry.

*None of the acreage figures in this section include Ames Research Center, which is located at Moffett Field.

Estimate of Future Industrial Demand

The table below illustrates the estimates for future industrial space demand as derived in the Economic Analysis.

TABLE 15 ADDITIONAL INDUSTRIAL ACREAGE DEMAND
OVER 1964 LEVELS

	1965	1970	1975	1980	1985
Mfg. land demand (acres)	10	60	115	170	225
Non-mfg. land demand (acres)	3	15	30	50	80
Total cumulative industrial land demand (acres)	13	75	145	220	305

These estimates indicate a demand for 305 additional industrial acres by 1985, based upon forecast population and employment levels for Santa Clara County, and upon the assumption that Mountain View will continue to receive its historical share of Santa Clara County employment.

This is a reasonable estimate of demand for acreage in the future, based upon trends. In other words, the estimate is subject to change, given a change in community action. Mountain View could very well act to increase the future demand for industrial land within the Planning Area by initiating an organized, aggressive promotional program geared to attracting industry; by the installation of modern public improvements in existing sub-standard areas; and by the elimination of older, non-conforming uses in areas now reserved for industrial development. Given existing conditions, however, the estimated demand for 305 additional acres by 1985 appears reasonable and is judged accurate for planning purposes.

Since Mountain View, as designed in this General Plan, will not reach full development by 1985, and since the future land needs of industry are not susceptible to precise prediction, it is necessary to provide an industrial reserve over and above the projected 1985 demand. For instance, one variable which might affect industrial land needs would be automation.

It is possible that, as the level of automation increases, the worker density per acre would decrease. At lower worker densities, more industrial acreage would be required at a given level of employment. It is necessary, therefore, to provide and protect an industrial reserve to satisfy the needs of the future population.

The problems of reserving land for future industrial use are great. When the demand for industrial land is low, land owners and developers begin to feel the pinch of taxation and unproductive capital, and as a result the pressures to allow other use of the lands increases. The County of Santa Clara Planning Department, in the publication Industrial Land Needs, suggests a combination of three methods for preserving land for industry: a) designation of industrial reserves in the General Plan; b) zoning; and c) out-right purchase. No one of these three methods is sufficient; all three must be used to insure an adequate industrial reserve, according to the report.

The first method, the designation of industrial reserves in the General Plan, is a necessary first step. The General Plan process is the means through which the proper amounts and locations of lands for future industrial use can be determined.

Mountain View's zoning ordinance, an "exclusive" ordinance, can prevent the intrusion of conflicting residential and commercial uses into the industrial reserve. However, the higher taxes which go along with industrial zoning can, of themselves, create pressures for the rezoning of the land to some other use. Since rezoning pressures, extended over a period of years, are generally very difficult to resist, the third method, that of outright purchase, is required.

The outright purchase of the land is the most effective means of insuring industrial reserves. There are different kinds of agencies and organizations which could hold land for long periods of time:

- "1. Organizations with capital that seek an investment opportunity from the sale and/or development of industrial land. Such organizations include realtors, building contractors, banks, pension funds, and insurance companies. Frequently, such organizations participate in planned industrial districts in which a long-term commitment of from 10 to 20 years is necessary before development is completed.
- "2. Utilities and railroads frequently hold land for industry because they want to be sure that prime sites will be available for potential customers using their services.
- "3. Large non-profit institutions such as Stanford University have an interest in industrial land because of the advantages such investments hold for continuing long-term income.
- "4. Private, non-profit corporations such as those formed by Chambers of Commerce often buy prime industrial sites in order to carry out a program of industrial development.
- "5. Public authorities - such as port, redevelopment, or industrial development agencies - may preserve industrial land when no other means can assure the availability of essential industrial land in order to carry out community growth goals.
- "6. The community can also participate in industrial development by forming special assessment districts where the landowners have firmly committed themselves to industrial development. Both Sunnyvale and San Jose are using this technique."*

Another means of preserving land for future industrial use is through the employment of interim uses. Examples of interim uses which would give property owners some return on their investment, at the same time preserving the area in large land ownerships, would be agricultural uses and large private recreational uses, such as golf courses.

One method of reserving industrial lands which deserves exploration for use on a county-wide basis is tax relief. This might be applied to lands for which long range commitments for industrial use have been guaranteed.

*County of Santa Clara Planning Department, Industrial Land Needs, June, 1965, Part II, page 14

The General Plan provides for the reservation of 1,370 acres within the Planning Area for industrial use. This acreage is divided into three general locations: First, the Whisman industrial area; second, the lands within the Planning Area which abut the Bayshore-San Antonio interchange; and third, a node of industrial lands surrounding the Bayshore-Stierlin interchange. There are also several smaller areas to be devoted to industry adjacent to the Central Expressway. These lands set aside for industrial use were distributed through the Planning Area along major access routes in order to minimize traffic congestion, as well as to shorten the home-to-work trip by providing industrial sites close to residences.

Of the 1,307 acres proposed for industry, 242 are presently developed in industry. Since the estimated 1985 demand for industrial land is 305 acres, this total allows 760 additional acres to serve as an industrial reserve for long-range needs beyond 1985. This reserve amounts to 58% of the total supply, and, at a worker density of 25 per acre, is sufficient to provide space for a long-range employment level of 30,000 industrial workers. At full development, the Mountain View Planning Area population is expected to generate approximately 20,000 industrial employees. Thus the industrial reserve provided by the Plan is adequate, taking into account: (1) that industrial workers from nearby non-industrial communities will work in Mountain View and (2) that enough land should be set aside to provide a choice for industrial land buyers.

Analysis of Proposed Inventory. The table below shows the existing parcel size distribution of the proposed industrial inventory.

TABLE 16 PARCEL SIZE DISTRIBUTION OF LANDS
RESERVED FOR INDUSTRY

	Less than 3 acres	3 to 10 acres	10 to 25 acres	Over 25 acres	Total
Acres	452	365	165	325	1307
% of total industrial land	34.6%	27.9	12.6	24.9	100.0%

A discussion of the location and character of each of the parcel size groups follows:

a) Less than three acres. The majority of the parcels in this category are approximately one acre in size, and are located in two areas: the first location is in the southeast quadrant of the Bayshore-San Antonio interchange, on both sides of Independence; and the second is in the northwesterly and the two easterly quadrants of the Bayshore Stierlin interchange, on both sides of Terra Bella, Pear, and Plymouth. Although these sites are located in older, deteriorating, residential areas which are now in transition, commitments to industrial use have been made. Old, sub-standard, poorly maintained streets must be improved by means of comprehensive improvement programs for these areas if these lands are to be attractive to industry.

This selection of relatively small parcels, which composes approximately one-third of the total proposed inventory, is important for two reasons: First, the large number of small sites allows for a diversification of industrial types. Second, the small sites provide location for new industries to establish themselves. The rapidly changing technology of today is giving birth to many infant industries. It is important to attract these new growth industries, which can relocate to larger sites within the community.

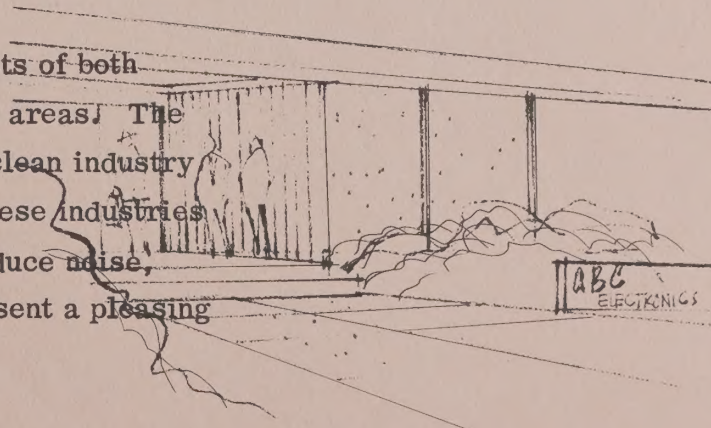
b) Three to ten acres. Slightly less than one-third

of the total proposed industrial acreage is composed of parcels which are presently 3 to 10 acres in size. More than 70 percent of this acreage is located in or adjacent to the Whisman area. These are high-quality sites set aside for medium-sized industries.

c) Ten to twenty-five acres. Thirteen percent of the total proposed industrial acreage is in lots between 10 and 25 acres. This is a smaller amount than the other three categories. In addition, approximately half of the sites of this size are presently developed. This would appear to be an inadequate supply of this sized parcel; however, there are numerous sites of slightly less than 10 acres in the Whisman area which could easily be assembled into larger parcels.

d) Over twenty-five acres. These large sites, which compose slightly less than a third of the total proposed industrial land supply, are provided for the purpose of allowing the establishment of several large industries in Mountain View. Since these sites are necessarily small in number, every effort must be made to prevent their subdivision into smaller parcels, through the same methods outlined on pages 89-90. They are located in two general areas, both north of Bayshore Freeway: One site of approximately 100 acres is adjacent to the extension of Rengstorff across Bayshore, and the other sites are located between Stevens Creek and Moffett Field.

The proposed industrial inventory consists of both general industrial areas and limited industrial areas. The latter are intended to provide sites for light, clean industry seeking a pleasant, prestige environment. These industries are recognized by the fact that they do not produce noise, smoke, vibration, and odor, and that they present a pleasing



and esthetic appearance. The Plan provides for 900 acres of limited industrial, which represents 69% of all industrial land. These lands are located in the Whisman area, in the North Bayshore area adjacent to San Antonio Road and to Stierlin Road, the Ortega-Mora Drive area, the Polaris Street-Pacific Press area, and the Terra Bella Area.

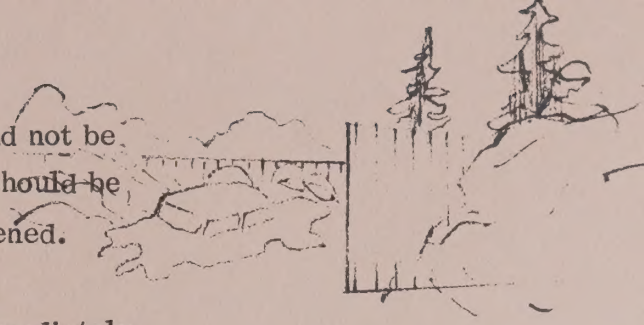
The remaining industrial areas in the Plan, some 407 acres, are intended for general industrial use.

Present Industrial Zoning. There are approximately 250-acres of land which are presently zoned for industrial use, but which are not included as part of the industrial lands in this Plan. Approximately 50 acres of these lands are presently used for industrial purposes, many with low capital investment, such as storage and wrecking yards.

The majority of the 250 acres are located in two general areas: First, in the North Bayshore Area along Stierlin Road from Space Park Way north (more than 60 acres in this area are City-owned); second, in the area bounded by Whisman, Gladys, Stevens Freeway, and the Central Expressway. These industrially zoned lands are improperly located with respect to the functioning of the community - either from the standpoint of inadequate access, or from the undesirable mixing of incompatible land uses. The Plan provides that the future development of these lands be in residential, commercial, and public uses, as indicated on the Map.

The quality of the industrial development in a community determines the community's character as does its residential and commercial development; thus, industry should adhere to the same high development standards that apply to the other uses. Sites with freeway frontage should be considered prestige locations and their development should be given special architectural treatment. Unattractive "nuisance" industries, such as wrecking yards, or construction storage yards, although

necessary to the functioning of the community, should not be located where they can be seen by everyone. They should be located away from the freeways and effectively screened.



Developers of industrial parcels which are immediately adjacent to residential areas share the responsibility to provide substantial, effective landscape buffering to protect the residents from the noise, dust, and sight of industrial operations.

chapter 6
public facilities element

public facilities element

Standards for the provision of public facilities have been developed through consultation with the various Boards, Commissions, and/or Staff officials responsible for each facility. State-wide and nation-wide standards developed by recognized associations (such as the American Library Association) have been referred to and modified for local conditions, for use in this Plan.

It must be emphasized that the standards by which the provision of these facilities is determined are related directly to land use and transportation; modification in these elements of this Plan will change the requirements for public facilities. This is one instance where the complex interdependence of the three elements of the General Plan is clear. A revision of one element, in most instances, necessitates a revision of the others. For example, an increase in population density by changing the zoning, may require the provision of additional parks and schools and roads, etc.

SECTION 1 SCHOOLS

The responsibility for providing the necessary school facilities rests primarily with the individual school districts.

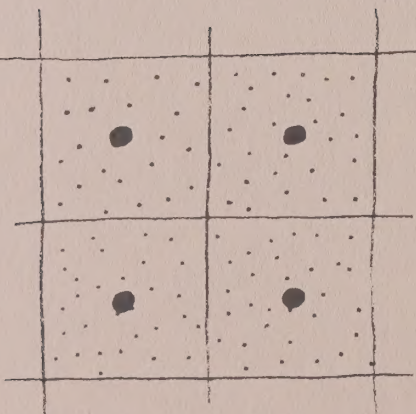
However, the City of Mountain View has the responsibility, through the General Plan, to assist school boards in generally locating school facilities with respect to anticipated future residential development and to the characteristics of the future population.

The Mountain View Planning Area supports five school districts: three elementary districts (Mountain View, Whisman and Los Altos), Mountain View - Los Altos Union High School District, and Foothill Junior College District. In addition to these five districts, there are presently three parochial elementary and three parochial high schools in Mountain View. Less than 5 percent of the school children in the Planning Area attend these parochial schools. This percentage figure should decrease slightly since none of the schools plans extensive expansion.

The General Plan assumes that the three elementary districts and the high school district ultimately will be a single unified district. Once unified, the attendance areas of the various schools will be reorganized more efficiently. This will be especially true of those schools which are presently located on the edges of school district boundaries.

Elementary (K - 6) Schools

The existing elementary schools in the Planning Area have been sized and located so as to carry out the concept of the "neighborhood school". Locations have been selected to the end that each school would be within a residential area and within walking distance of the home of the child. This decentralization is in contrast to a centralized campus concept, which assumes that most children would be transported by bus. Except in the North Bayshore area, the Plan provides for the continuance, expansion and improvement of the neighborhood school concept



for the following reasons: 1 - there is already considerable investment in school facilities to carry out this concept; 2 - there appears to be community desire for small schools with emphasis on education; 3 - money spent for bus transportation would be better used for education; 4 - transporting the majority of the students would create an additional burden on City streets, traffic congestion at central locations, and would require the expenditure of more community funds; 5 - the young child finds security in remaining in a familiar neighborhood environment; and 6 - the parent finds security in the fact that the very young child is nearby and is not subjected to transportation and other urban hazards.

The Plan is designed on the assumption that safety from the hazards of automobile traffic is an important objective in the location of elementary schools.

Although the provisions of the General Plan carry out 'neighborhood school' concept, the plan suggests that the 'school-park' concept used in some urban areas be considered for application in the north Bayshore area. The Whisman School District has expressed the desire to implement this concept before the North Bayshore area develops and is irrevocable committed to the neighborhood concept.

Both the Mountain View and Whisman districts are financially aided by the State and are, therefore, subject to State of California site standards. The Los Altos Elementary School District policies reflect the State standards since most of the facilities were constructed with State assistance. State and school district standards are:

Optimum enrollment:	500 pupils
Optimum site size:	10 acres (5 acres plus 1 acre for each 100 pupils)

However, in order to provide schools meeting the educational and safety objectives above, many of the schools should be

figure 14 | school location map



designed for enrollments of between six and seven hundred. This is necessitated by the already established pattern of arterial roads in the Planning Area. Thus, the schools, as indicated on Figure 14, are designed to serve areas bounded by arterial streets so that as few children as possible will require bus service or be required to cross arterial streets. These sites may require additional acreage to provide for the additional enrollment.

The estimated number of elementary school children to be generated at full development in areas of different densities is shown in Table 17. These estimates are derived from Insight and from judgments as to future expectations using historical patterns from other cities and general land use and development objectives.

TABLE 17 ESTIMATED FAMILY COMPOSITION BY RESIDENTIAL DENSITY STANDARDS - 1964 AND FULL DEVELOPMENT

		Density in Families per Acre***											
		6		12		20		30		40		75	
		Full Devel- 1964 opment		Full Devel- 1964 opment		Full Devel- 1964 opment		Full Devel- 1964 opment		Full Devel- 1964 opment		Full Devel- 1964 opment	
Average Family Size		3.6	3.6	3.14	3.5	1.84*	2.7	1.84*	2.6	1.84*	2.1	---	2.0
Number of Children of Elem. School Age Grades K-6		.6	.6	.3	.4	.1*	.3	.1*	.2	.1*	.1	---	0
Number of Children of Int. School Age Grades 7-8		.18	.18	.09	.18	.01*	.1	.01*	.05	.01*	.01	---	0
Number of Children of High School Age Grades 9-12		.34	.34	.22	.31	.04*	.1	.04*	.07	.04*	.04	---	.1

*This is a Planning Area Average

**There are no figures available since the City does not have residential development of this density.

***As indicated in Table 12.

The figures in this Table are long-range projections, and will require constant trending and verification.

A continuation of existing family composition in low density areas is indicated in Table 17. Although a decrease is expected

in the number of children per dwelling, as families age, these families will be replaced by other families with children.

Family size in medium and high density areas will increase as more people desire to move closer to work, as population pressures diminish available low density areas, and as larger apartment units suitable for families are constructed. However, families with children will be attracted to the lower density apartment areas where amenities for children can be provided

Table 18 shows the number of K-6 students for each schematic elementary school attendance area indicated on Figure 14. These totals are derived using the pupil generation factors in Table 17 and the residential densities in the General Plan.

TABLE 18 SIZE OF SCHEMATIC SCHOOL ATTENDANCE AREAS AT FULL DEVELOPMENT

Schematic School Attendance Area	Number of Dwelling Units					Estimated number of K-8 pupils at Full Development*
	Low Density	Medium Density	High Density A B C			
1 (school park)	-	3668	-	-	-	2347*
2	840	-	160	-	-	552
3	150	-	2140	-	-	732
4	730	-	780	-	-	672
5	198	204	1501	-	-	645
6	-	-	1884	-	-	565
7	325	300	1100	-	-	645
8	-	450	1430	-	-	609
9	80	190	500	-	1640	438
10	-	-	-	2400	1400	620
11	-	-	-	3100	-	620
12	695	-	210	1155	600	771
13	-	363	1440	-	-	577
14	725	-	-	-	632	498
15	840	-	-	720	360	684
16	864	-	-	-	-	518
17	721	-	680	-	220	657
18***	60	-	-	-	-	36
19	415	-	-	990	220	469
20	985	-	-	-	-	591
21***	170	-	-	-	-	102
22	-	50	500	1200	-	530

*Based on Pupil Generation factors derived in Table 17.

**Based on Naval housing figures of 1.5 K-6 pupils per dwelling unit.

***These schools would primarily serve Los Altos residents; only a small portion of their enrollment would be from the Mountain View Planning Area.

At the present time, there are 12 existing elementary school sites in the Planning Area, -as shown in Figure 14. In addition to these existing schools, the Mountain View District presently has four undeveloped K-6 sites and the Whisman District, one - making a total of 17 sites presently held by the three districts.

The General Plan indicates a total equivalent of 22 elementary schools within the Planning Area at full development. Five of the additional schools needed are in the Whisman district: one near Central Avenue, and the other four north of Bayshore Freeway, where most new development will take place. One additional site is indicated in the Mountain View District near the high density central city area. Another site in the Mountain View School District should be relocated; the undeveloped site near Cuesta Drive should be relocated near Miramonte and Marilyn.

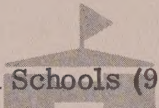
Intermediate (7-8) Schools

The responsibility for providing intermediate schools rests with the elementary districts; therefore, these sites also must meet State standards. The State standards for intermediate schools are:

Optimum enrollment:	1,000 pupils
Optimum site size:	25 acres (15 acres plus 1 acre for each 100 pupils)

The General Plan provides a total of four intermediate schools within the Planning Area as shown on Figure 14. Two presently exist: Crittenden School, in the Whisman Distirct, and Graham School, in the Mountain View District. A second site has been acquired by the Mountain View District; it is located southwest of the intersection of Sylvan Avenue and the

proposed Dana Street extension. The second site for the Whisman District is indicated on the Plan, north of Bayshore Freeway. Those seventh and eighth grade students living in the Los Altos School District presently attend intermediate schools outside of the Planning Area. It is assumed that, at full development, the percentage of pupils in grades seven and eight attending schools outside of the Planning Area will remain relatively the same as it is presently.



High Schools (9-12)

State of California standards for high schools are:

Optimum enrollment:	1500 pupils
Optimum site size:	40 acres (25 acres plus 1 acre for each 100 pupils)

The high school district, which serves all of Mountain View and the greater portion of the cities of Los Altos and Los Altos Hills, has three existing school sites. One is located in Los Altos, less than 1/4 of a mile from the Mountain View Planning Area, and the other two in Mountain View, as shown on the General Plan.

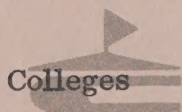
Long-range planning for high schools is difficult because of annual variations in the high school population. The graduation class of 1964, a result of the 1946 "baby boom", was by far the largest in the school district's history. The graduation class of 1965 was smaller, and it appears that it will be 1967 or 1968 before another graduation class will equal the size of the 1964 group.

In 1965 there were approximately 2200 high school students

living in the Planning Area. This constituted approximately one-half of the total high school district enrollment. All of the Mountain View High School students live in the Mountain View Planning Area, whereas about 50 percent of the students at Awalt High School are Mountain View residents. Los Altos High School has only 150 to 200 students from the Planning Area.

Mountain View High School is located on a site of approximately 20 acres. Its maximum capacity, under present educational policies, is 1500 students. Both Awalt and Los Altos High Schools have room for additional facilities; their capacities are 2200 and 2000 students, respectively. However, the capacities of each of the schools could be increased, should it be necessary. Policy changes, such as increasing the average class size, could increase the district's capacity. Capacity would also increase if ninth graders are shifted over to the intermediate schools in a unified district.

Based on the pupil generation factors derived from Table 17 there will be a total of approximately 7000 students of high school age in the Planning Area at full development. There are at least two possibilities for the provision of the educational facilities required to meet these future needs. Existing sites could be more intensively used or a third high school site could be developed within the planning area. The general plan provides for the latter alternative. The third high school should be located north of the central expressway at a location which would best serve the anticipated student population in the northern portion of the planning area.



The Foothill Junior College District is composed of the Palo Alto Unified School District, the Fremont Union High School District, and the Mountain View - Los Altos Union High

School District. It serves Palo Alto, Los Altos Hills, Los Altos, Mountain View, and large portions of Sunnyvale and Cupertino.

Foothill College is located in Los Altos Hills. A second site has been acquired in Cupertino. Studies to determine a need for additional sites will be undertaken by the College District. If it is determined that a third site will be necessary, optimum service in terms of geographic distribution of the three would be realized if the third site were located in Mountain View.

The General Plan recognizes the advantages of having a college in Mountain View. If located here, it would add prestige, as well as provide additional opportunity for culture and recreation. The General Plan provides an area of approximately 100 acres north of Bayshore Freeway for a junior college. This area could be increased in size to accomodate the State college.

SECTION 2: PARKS AND RECREATION

Recreation standards for the City of MountainView have been developed by using accepted national and State standards as guides, and modifying them for local conditions.

Because of medical advances and the favorable climate of this area, people over 65 years of age will, in the future, comprise a significantly larger proportion of the population (3.9% in 1965). This growth in the number of older people requires that more emphasis be placed upon recreation facilities for the older age group.

Continuing technical advances which supply people with better goods and services and more income, also provide more

leisure time for recreation. The average work-week is constantly decreasing, and the number of paid holidays and vacation days is increasing. Three-day weekends are now common. This trend is expected to continue at an increasing rate. This means that many will have increased quantities of leisure time, much of which will be used in pursuit of some form of recreation. Larger and more extensive recreation facilities will be required.

The Mountain View climate, with relatively little inclement weather, offers a great number of days during the year for outdoor recreation, in contrast with communities in other regions in the United States. This condition provides more opportunity for use of outdoor facilities by a large number of people. Such intensive use justifies investment in outdoor recreation. Boating, fishing, and golf are a few examples of activities for which facilities should be made available and used on a year-round basis.

The population of Mountain View is very young: the average age is 25 years. Recreation facilities for this group require relatively large amounts of space for very active sports and intensive recreation. The age characteristics suggest facilities for highly organized activities for younger groups participating in team activities.

Income is relatively high, suggesting that more money will be available for recreation and recreation equipment.

Seventy-five percent of the working population living in Mountain View works either in the City or close by (Sunnyvale, Los Altos, and Palo Alto). This means that relatively little time is spent in transportation, leaving more time for recreation.

The types of parks and recreation areas recommended by the General Plan are: Neighborhood Parks, District Parks, City-wide Recreation Facilities, and Regional Facilities.





Neighborhood Parks.

Neighborhood parks are intended to serve the immediate residential area within 1/8 to 1/4 mile. It is assumed that access will be by foot. Although the park will be provided primarily for children and young people, the needs of all age groups should be satisfied. Passive as well as active areas should be provided. Areas where there is a higher concentration of population will require more space for activities which, in low density neighborhoods, can be carried out on the dwelling sites.

Standards for neighborhood parks are as follows:

1. Facilities

	Park Adjacent to Elementary School (area in acres)	Separate Park (area in acres)
a. Tot Lot	.25	.25
b. Play Area for Elementary School Age Children	.35	.35
c. Nature & Sciency Hobby Area	.30	.30
d. Paved area for court games	provided by school	1.00
e. Field for sports	provided by school	6.00
f. Night lighting	-	.25
g. Family picnic and barbeque area	(1.50)*	(1.50)*
h. Parklike area for free play	.50	1.00
i. Neighborhood center bldg.	-	.35
j. Quiet area	.25	.25
k. Adult area		
Turfed area	.50	.50
Paved area	.10	.10
Building area	.10	.10
l. Landscaping: In transitional areas and perimeter buffer	1.50	3.75
Total	5.35 acres	15.70 acres

*Picnic and barbeque area to be provided where population density is high or when natural landscape lends itself to such a use.

2. Service Area

Density	Service Distance	Population
(1) Low and Medium (7 - 20 families/net acre)	1/4 mile	2000-4500
(2) High (20 or more families/net acre)	1/8 mile	2000-4000

Figure 15 indicates the location of the neighborhood parks provided in the General Plan. In order to ensure the most efficient use of the land, these parks should be located adjacent to elementary schools, and when so located should contain an area of at least five acres, in addition to the ten acre school site. Such joint facilities enable the recreation activities to use the school building and grounds for recreation after school hours. The City of Mountain View has 25-year agreements with the Mountain View Elementary School District and the Whisman School District for recreational use of the elementary school grounds. This agreement is automatically renewed each year unless either party withdraws.

If it should prove impossible to acquire neighborhood park sites adjacent to elementary schools, it will be necessary to acquire and develop separate facilities to the fifteen acre standard set forth above. Where there are district parks, these perform the neighborhood park service for the immediate residential area.

Of special concern is the necessity of providing facilities to meet the needs of those who will live in high-density residential areas. These areas, which will house two-thirds of the future population of the City, must be afforded adequate facilities to the standards outlined above, if the City is to be a desirable place to live. In some of these high-density areas it may be desirable to establish several smaller neighborhood parks in lieu of one full size park, because of the number and location of arterials, because of the distance from park to home, or because of the distribution of high-density areas within a neighborhood.

figure 15 | park and recreation facilities location map



Tot lots are shown on Figure 15. These supplement neighborhood facilities and are intended for pre-school children and mothers who especially need nearby facilities.

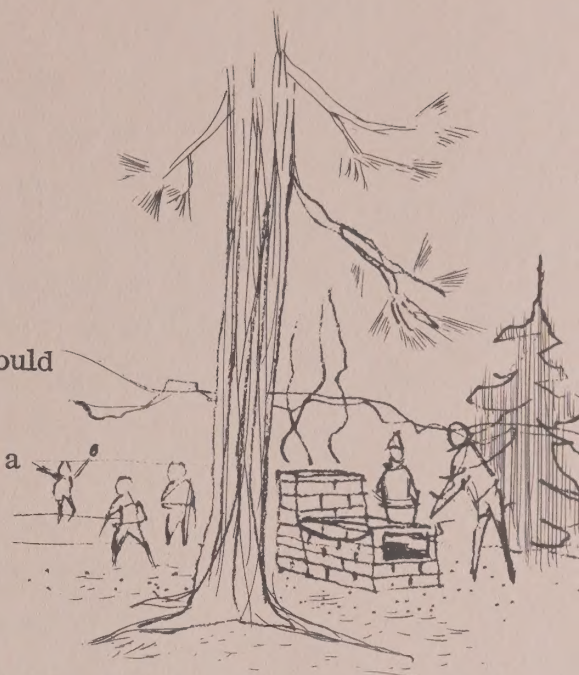
District Parks

District parks will serve a larger population and are intended to provide more specialized facilities. These should serve all age groups for needs for which demand is less frequent. Access will be primarily by auto or bus, but to a limited extent, people will walk or bicycle to such parks.

Standards for District Parks are as follows:

1. Facilities

	Park Adjacent to Jr. or Sr. High Sch. (area in acres)	Separate Park (area in acres)
a. Tot Lot	.25	.25
b. Play area for elementary school age children	.35	.35
c. Field for sports	1.00	5.00
d. Night lighting	-	.25
e. Paved area for court games	3.00	3.00
f. Concrete slab for skating and dancing	.15	.15
g. Picnic and barbeque area	3.00	3.00
h. Parklike area for free play	2.00	4.00
i. Area for special events	1.00	1.00
j. Community Center building	.75	1.00
k. Regulation swimming pool	.50	1.00
l. Natural area	2.50	2.50
m. Adult area		
Turfed area	2.00	2.00
Paved area	.10	.10
Building space	.10	.10
n. Off-street parking	2.00	3.00
o. Landscaping of transitional areas and perimeter buffers	4.00	6.50
Total	22.70 acres	33.20 acres



2. Service Area

Service Distance

Populati

1 mile

25,000

Figure 15 indicates the location and service area boundaries of the four district parks provided by the General Plan. At full development, the 23.5 acre Rengstorff park will serve 35,000 - 40,000 people. It is recommended that additional acreage be added to the park in order to meet the 33 acre standard for this large population. Since this park serves as a neighborhood as well as a district facility for the lands to the east, better access to the park from this area is needed.

Land for a second district park site, on the south side of Cuesta Drive west of Grant Road, has been acquired. However, its 13 acres fall short of the standards. It is recommended that a minimum of 20 additional acres be acquired to provide the necessary area.

A third district park is shown north of the Central Expressway near the Stevens Creek. It should be located near the centroid of its service area (see Figure 15) which includes all of the residential area east of Stevens Creek Freeway from Bayshore Freeway to the Dale Avenue area south of El Camino Real, and portions west of the Stevens Creek Freeway to Castro Street. The odd shape of this service area is due to the pattern of major transportation routes in this part of the City.

For those who will reside north of Bayshore Freeway, the regional and community-wide park will provide district park facilities. A more detailed description is contained in Chapter 4.

City-Wide Recreation Facilities

City-wide parks are designed to serve widespread needs

for the entire community. Special parks are devoted to one predominant use. These should be designed to care for special needs generated from all parts of the City or to set aside some special natural asset.

City-wide park standards are as follows:

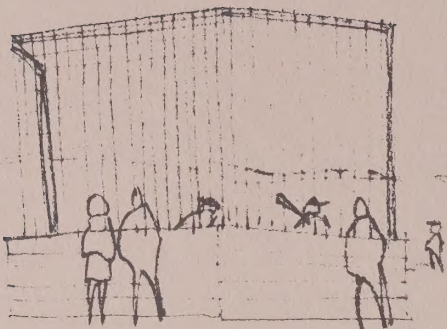
Golf. During the past five years, interest in golf has increased tremendously. The National Golf Foundation reports that more money is now being spent for golf equipment than for any other single sport. Such increase can be attributed to such factors as more leisure time and more money. The National Golf Foundation recommends a ratio of one 18-hole golf course per 30,000 population in a metropolitan area. In 1960, the State of California, with 378 golf courses, had one course for every 42,000 persons. Generally speaking, public courses in California are crowded and even some of the private courses are experiencing starting delays in the peak play periods. Thus, in view of increased leisure, it appears that one golf course per 30,000 population as suggested by the National Golf Foundation is a good ratio for the City of Mountain View.



Sports Center. The California Committee on Planning for Recreation, Park Areas and Facilities suggests that a city of 100,000 population have a sports center of 9 acres to accommodate a stadium, swimming pool, athletic fields and court facilities. The General Plan recommends this standard.

The General Plan recommends that at least one public golf course be developed in the Planning Area. A course is shown north of Bayshore Freeway because the large acreage necessary for a golf course is not available elsewhere within the Planning Area. Other courses are available at Moffett Field and at Cherry Chase. The City of Sunnyvale will provide a golf course

contiguous to the Planning Area. Should the private, 9-hole — Cherry Chase course in the Sylvan-Dale area be threatened, this should be publicly acquired.



McKelvey Park is shown as a special community-wide facility for baseball.

Pioneer Park, which will provide passive recreation for the Central City area, is shown as a part of the Civic Center plan.

A sports center containing 12 acres is shown adjacent to the district park in the North Bayshore area.

The General Plan incorporates many of the city-wide facilities in the shoreline park running in an east-west direction along the southerly dikes of the salt evaporation ponds (See Figure 16 - A Concept for a Shoreline Park). This would be developed as the lands, some of which are now being used for sanitary land fill, are raised to an elevation of 10 feet above sea level. This park will provide district and city-wide recreation facilities which will be required by the full-development population of 120,000. City-wide facilities would include the golf course and the sports center. Special park facilities serving the City, but which serve the north County region as well, can also be provided in this park. These may include an equestrian area, a zoo and a rifle and pistol range.

Regional Facilities



The 400 to 500 acre shoreline park shown on the Plan has a regional character. In addition to some of the special facilities to serve both the City and the region, the park can provide a sailboat lake which would be primarily a regional facility. The 50 acre lake would provide a facility for small



figure 16 | a concept for a shoreline park



sailboats, not especially adaptable to the rough waters of the Bay. The lake would not be subject to the tidal action characteristic of the Bay, and thus, would provide a constant water level and an unchanging shoreline for the City. This location offers the opportunity for the use of dry land construction of the lake as opposed to expensive dredging and diking operations in the Bay itself.

The City of Palo Alto has proposed a broader Regional Park encompassing the water areas northerly of the Shoreline Park. This Three Finger Lake is consistent with the Mountain View General Plan.

Near the Bay the Plan connects the Stevens Creek park chain with the large shoreline park and the natural water areas of the Bay. The idea of a regional park chain along Stevens Creek which was conceived several years ago is perpetuated within this Plan. In Mountain View, much of the park will be comprised of lands lying between the Creek and the Stevens Creek Freeway. However, other lands are suggested to be included as a part of the chain to make it more accessible. It is imperative that the bulk of the park chain be left in its natural state as a wilderness area.

SECTION 3: LIBRARY FACILITIES

The goal of the Mountain View Public Library is to assemble, to make easily and freely available, and to preserve printed and other materials which will assist members of the community to educate themselves continuously. The library is dedicated to enabling its patrons to keep pace with progress in all fields of knowledge, to become better political and social citizens, to become more capable in their daily occupations, and to assist them to contribute to the growth of knowledge. This cultural facility provides materials to the end that citizens can develop



their creative and spiritual capacities, appreciate and enjoy works of art and literature, and make such use of their leisure time as will promote their personal and social well-being. Achievement of this goal is becoming increasingly challenging. The total sum of knowledge has doubled in the last decade and the rate of growth of library materials is constantly accelerating.

It is assumed that the City of Mountain View will require and desire a high level of library service. Statistics indicate a higher than average educational level, and it is expected that this condition will continue to prevail. The industrial areas, which will employ highly skilled professional and technical personnel, indicate future library needs for better-than-average service.

Library Standards

The library facilities with which the General Plan is primarily concerned, must be located and designed for the following specific tasks:

- a. Housing of the library materials (a minimum of 1.75 books per capita for a city of 100,000 and over).
- b. Lending books, magazines, phonograph records and other library materials to people of all ages and in all areas of Mountain View.
- c. Providing reference materials for use on library premises.
- d. Providing information service to locate facts as needed by members of the community.
- e. Providing reading space on library premises.
- f. Providing space for art collections, and other appropriate uses.

Library space should be devoted to fostering the full use of the library materials. Libraries are not study halls, nor should they provide meeting space for non-library functions. These activities are the responsibility of other agencies in the community. To use the library for these functions renders it less useful for the performance of its essential functions, and makes for inefficient use of the library's highly trained professional staff.

Library services will be provided by a combination of a central library, branches, and bookmobile service. Transportation facilities and geographic barriers in the community profoundly affect the use made of the library, and dictate the kinds and locations of service points.

The Central Library. The first unit of the library system is the full-service central library. This library performs all of the specific tasks (a-f) outlined above. Materials in the central library include a comprehensive book collection including fiction and non-fiction (adult, young adult, and children's), reference books, and books in foreign languages; a large collection of magazines and newspapers with extensive back files; government publications - local, state and federal; recordings of music and drama; a basic collection of art reproductions and musical scores; a staff of specialists in the various fields of knowledge; and experts in the several types of library service.

The Central Library for a city of 100,000 to 150,000 will require a floor area of 40,000 to 55,000 square feet and will hold from 100,000 to 200,000 books. Such a central facility should maintain a seating capacity of 200 to 300. Space for 100 cars is required, and the total site requirement is two acres.

Branch Libraries. As the community grows in geographical area and becomes more congested, not everyone can conveniently reach the central library. The branch library is one

form of extension service. It is an agency with its own building or rooms, holding a substantial and permanent book stock, with paid staff members, and is open to the public on a regular schedule of hours. It provides a range of library materials and services approaching that of the central library, including reference and reading guidance. The branch does not, however, duplicate the central library in that it does not provide the highly specialized services performed at the central library.

The branch library system serves as the link between the user and a growing network of professional ability and library resources. The library must be brought close to those whom it is intended to serve to achieve its purpose as a vital force in education, recreation and public information.

A branch library should serve a population of 25,000 to 30,000, should have 25,000 to 35,000 books, and should provide a minimum of 75 seats. The building would require 6,500 - 8,000 square feet, and parking should be provided for 40 cars. Three-quarters of an acre is required.

Bookmobiles. The Bookmobile is intended to provide minimal library service to areas which may not be served conveniently by the central library or a branch.

Library Locations

Libraries of all types should be located in areas of high intensity of use where people congregate during library hours. An area where there is pedestrian traffic, such as a neighborhood shopping center, is desirable. Library experience over the years has shown that when active locations are selected, the library is well used. The library should be easily accessible by automobile, and there should be adequate

figure 17 | library location map



0 2 4
MAP SCALE IN THOUSANDS OF FEET



legend:

-  Central Library
-  Branch Library
-  Branch Library Service Area Boundary

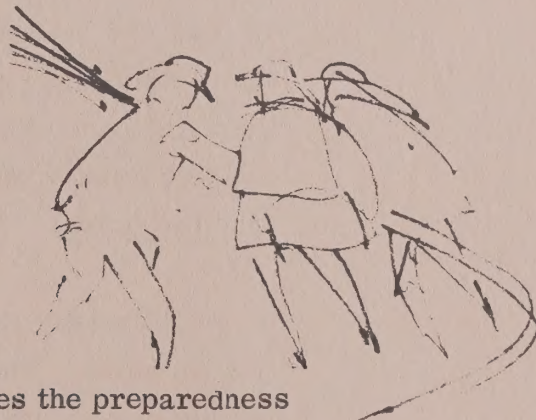
parking. A library should also be in an area well lighted at night, and the building should be close to the street.

The central library is presently located in the civic center block. As the civic center expands and develops, library expansions should be planned so that it remains an integral, functioning part of the City's civic and cultural core.

Figure 17 illustrates the recommendation of the General Plan: The provision of the central library, together with two branches, and supplemented with bookmobile service.

The General Plan provides 2 branch libraries in the following locations: on Cuesta between Grant and Miramonte, and near Middlefield and Stierlin. The latter facility should be located within a neighborhood shopping center as shown in Chapter 5, Section 2, Commercial Land Use.

SECTION 4: FIRE PROTECTION



The Pacific Fire Rating Bureau rates the preparedness of California cities to fight fire, based upon standards set by the American Insurance Association (formerly the National Board of Fire Underwriters). The American Insurance Association is comprised of major American fire insurance corporations; thus, the rating received by a city substantially affects the fire insurance premiums which property owners must pay. Mountain View is presently rated a Class 5 city; the best

possible rating is 1, and the lowest is 10. Fire station location plays a large part in the rating process.

Fire Station Standards

Standards for fire station location formulated by the American Insurance Association are recognized by all fire departments and fire insurance companies in California and meet the minimum fire protection needs for Mountain View. Different standards are provided to apply to areas of varying fire suppression needs. These standards indicate different lengths of roadway travel distance of the first-due engine company. Upon consultation with engineers of the Pacific Fire Rating Bureau, Mountain View's land uses have been analyzed, and travel distances have been related to the general land use classifications proposed in the Plan. The fire station locations provided in the General Plan are based on the following standards:

1. Low and Medium-Density Residential Districts (less than 12 families per net acre): The maximum travel distance from a fire station to any point in a low or medium density residential district should be no greater than two miles.
2. High-Density Residential Districts (more than 12 families per net acre): The maximum travel distance from a fire station to any point in an apartment district should be no greater than one mile.
3. Commercial Districts: The maximum travel distance from a fire station to any point in a commercial district should be no greater than one mile.
4. Industrial Districts. The maximum travel distance from

a fire station to any point in an industrial district should be no greater than one mile.

5. Central Business District: The maximum travel distance from a fire station to any point in the Central Business District should be no greater than three-quarters of a mile.

Three types of facilities are required in order to accomplish the necessary fire protection objectives: a headquarters station, a series of sub-stations, and a training facility.

Headquarters Station. Headquarters station, the largest of the facilities, houses the administrative staff, the fire prevention bureau, and the central communications and alarm system, as well as several engine companies and a truck company. The approximate size of this facility at full development should be 15,000 to 20,000 square feet, on a site of approximately 1 to 1 1/2 acres.

Fire Sub-Stations. The fire sub-stations house the equipment and men directly involved in fire suppression activity. Depending upon the character of the area for which each station will be responsible, they must provide room for two or three pieces of apparatus, and sleeping room for ten to fifteen men. This can be carried out in a building of from 3,000 to 5,000 square feet, on a site of from 25,000 to 30,000 square feet.

Fire Training Area. A training area for fire department personnel is presently being planned at the municipal corporation yard site on Whisman Road. At full development, an area approximately three acres, double the present site, will be required to provide for simultaneous training activities, storage for reserve apparatus, a "fire" building in which training fires can be conducted, and to provide better separation of these test activities from adjoining development.

Fire Station Locations

Figure 18 indicates the location and service areas of the fire stations provided in the General Plan:

Headquarters. In order to provide a travel distance of not more than three-quarters of a mile to all parts of the central business district, the headquarters must be located in or near the heart of the City. The General Plan recommends that the expanded facility be designed and constructed at the present location, taking advantage of the area the police headquarters will leave when it is moved to the civic center.

Sub-station 2 (Cuesta Station). This is an existing fire station located at the intersection of Grant and Cuesta. This station has the responsibility for covering most of the residential area south of El Camino, as well as the commercial areas at Grant and El Camino and Mountain View-Alviso Road and El Camino.

Sub-station 3 (Rengstorff Station). This station exists at the intersection of Montecito and Rengstorff. It will be responsible for coverage of a wide range of residential structures, as well as the Mayfield Mall, the commercial area along East Middlefield Road and the industrial areas north and south of Bayshore near San Antonio Road.

Sub-station 4 (Whisman Station). This station, located in the Corporation Yard on Whisman Road, will be responsible for protecting the relatively isolated section of the City bounded by Bayshore, Stevens Creek, and Mountain View-Alviso Freeways. This area includes the large, high-density Whisman industrial area.

Sub-station 5 (Stierlin Station). Property has been

figure 18 | fire station location map



acquired for this proposed fire station location on Stierlin Road opposite Charleston Road. Until the construction of sub-station 8, this station will be responsible for protecting the entire North Bayshore area.

Sub-station 6 (San Antonio Station). Although much of the high-density residential area covered by this station is already adequately protected by sub-station 3, this station is required to cover two relatively unprotected areas: First, the San Antonio Center and the area across San Antonio Road; second, the residential and commercial area south of El Camino Real, generally west of Rich Avenue.

Sub-station 7 (Dana Street). This proposed fire station



SECTION 5: POLICE PROTECTION

The City Police functions require one central police station. This facility should be large enough for the 65-70 personnel on the largest shift at full development. Space for a 20,000 to 25,000

square foot building and parking for police vehicles, employees and visitors will require approximately 3 acres of land. The station should be located adjacent to an arterial street, because automobiles play such an important role in this function, and within the central city, where it is convenient to the public.

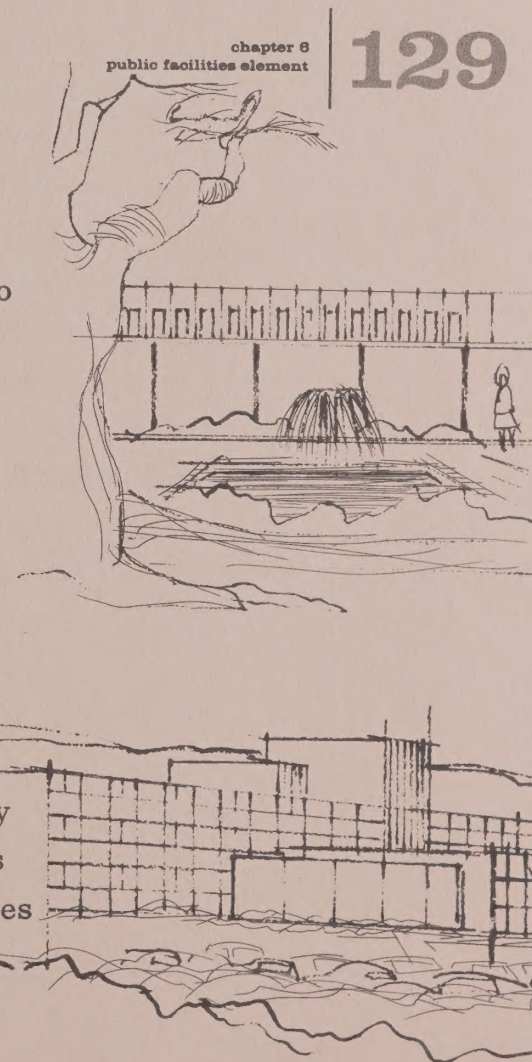
The police station is presently located on Villa Street, adjacent to the Fire Department headquarters. The General Plan provides that the police station be relocated to the civic center on Bailey Avenue, between Mercy and Church Streets, on approximately 3 acres of land. Should a municipal court be established in Mountain View, it should be located within or adjacent to the civic center near the police station. The proposed location for the police station leaves this possibility open.

SECTION 6: CITY HALL

The existing City Hall is located on Castro and Mercy Streets. Expansion of the existing facility will be required to meet the needs of the City at full development. There is adequate space on the existing site for this expansion.

SECTION 7: HEALTH FACILITIES

El Camino Hospital, located on Grant Road, is the only hospital with medical facilities for acute short-term patients within the Mountain View Planning Area. This hospital serves



the El Camino Hospital District, which encompasses most of the communities of Mountain View, Sunnyvale, Los Altos and Los Altos Hills. El Camino Hospital, with 439 short-term beds, is the second largest of the 14 existing general hospitals in Santa Clara County. Because of its size it is able to offer a wide range of medical and surgical services. Although additional hospitals may be needed within the Hospital District, it appears that El Camino Hospital will serve the full-development needs of Mountain View.

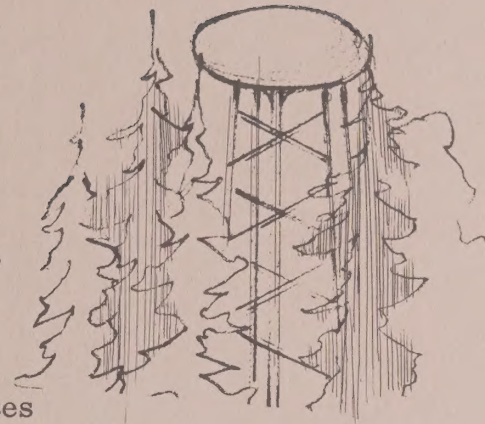
SECTION 8: PUBLIC UTILITIES

The land uses proposed herein differ quite substantially from those used for the 1957 Brown and Caldwell report. The projected total population, for example, has almost doubled. It was mainly for this reason that the City recently had the firm of Brown and Caldwell review and up-date the section of the 1957 survey dealing with the City's sewerage system. The other utility systems need to be similarly reviewed and revised and should be undertaken as an up-dating of the earlier Brown and Caldwell Report. They should be based on an extension of this General Plan. A first step has been made toward the preparation for these revisions. One of the base studies, financed in part by the Federal Urban Planning Assistance Program, was a detailed inventory of the four City-owned public utilities: water, sewer, storm drain and street lighting. This is a tool which will permit a more detailed analysis of the existing utilities upon which projected plans can be based.

upon which projected plans can be based.

Water System

A high-quality water supply and distribution system is essential for food, drink, agriculture, industrial processing, and fire protection. Mountain View's water is supplied from two sources: water is pumped from the underground water supply through City-owned wells, and water is purchased from the City and County of San Francisco, whose Hetch-Hetchy Aqueduct passes through the City.



In the future, the City will depend to a greater degree upon imported water. Whether Mountain View continues to purchase water from the City and County of San Francisco or determines to buy its water from the Santa Clara County Flood Control and Water District, will affect the City's water distribution system.

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The distribution mains for the water system must be designed for the land uses they serve. The effect of this General Plan on the system including the reservoirs, tanks and pumps must be the subject of further study.

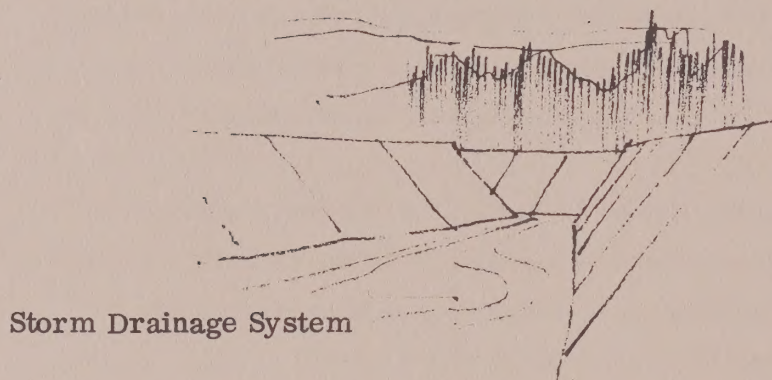
Sewerage System



The firm of Brown and Caldwell recently re-evaluated the section of its 1957 Survey dealing with the Mountain View sewerage system. This study was undertaken to determine the changes required of the City's sewerage system because of substantially increased planned maximum development envisioned in this Plan and because of more stringent disposal requirements placed upon sewerage treatment

operations by the Regional Water Quality Control Board.

The Brown and Caldwell Report provides two alternative solutions for meeting future loadings and disposal requirements. The first alternative provides for the enlargement of the existing treatment facility; the second examines the transmission of the waste flow to the Palo Alto system for treatment by a facility jointly operated by the cities of Palo Alto, Los Altos and Mountain View. The Plan provides for the latter alternative. This joint approach should prove to be more efficient and less costly to operate than would the expansion of separate treatment facilities. Moreover, it would provide more space within Shoreline Park for open space recreational use.



Storm Drainage System

The principal storm drainage problem is in the North Bayshore area, now largely agricultural and subject to flooding. The General Plan provides for urban development and a comprehensive fill and grading plan for this area. This will include a flood basin (doubling as a sailboat lake) and require a comprehensive drainage study for this area.

In 1964 the Santa Clara County Flood Control and Water District completed a flood control study of the North Bayshore Area. Since the General Plan provides for changes in the

contour of these lands, this Santa Clara County study should be re-evaluated.

SECTION 9: CORPORATION YARD



The City of Mountain View has recently developed a 13 acre Corporation Yard in the Whisman industrial area on Whisman Road opposite Gladys Avenue. This site is intended to provide for equipment and materiel storage, maintenance shops, offices for the street, sewer, and water section of the Public Works Department, the Parks and Recreation Department, and a fire station and fire training area.

Estimates of future need indicate that this space will be sufficient for no longer than the next ten years. Additional street mileage will require more Public Works storage and maintenance area; more parks and increased mileage of landscaped streets will require more Parks Department storage and maintenance area; and a larger Fire Department force will require more area for training grounds. It appears that expansion of the site to approximately twenty-five acres will be required at full development.

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SECTION 10: SOLID WASTE DISPOSAL

In the past, the City has disposed of its solid waste through sanitary land fill dump operations on City-owned property at the end of Stierlin Road. Dump operations are presently being conducted on nearby lands leased from the Leslie Salt Company.



The area bounded by the salt ponds, Stevens Creek, Terminal Boulevard, and Permanente Creek is indicated in the General Plan as recreational open space. Sanitary land fill techniques would serve a dual purpose in this area: a location for the disposal for solid wastes is provided, as well as raising the elevation of the land to a level suitable for recreational use. The lands should be purchased by the City prior to increasing their value through filling.

The supply of land is limited: if the rate of dump land needs increases at the same rate as the population increases (see Table 19), it is estimated that the above area will be filled by 1980. Adjacent lands to the south are not available, since they are reserved for urban uses, which require a more stable, engineered fill. Adjacent lands to the north are reserved for salt evaporation ponds. Because of the limited supply of land, it is necessary that techniques other than sanitary land fill be explored. There are three alternate techniques in operation today: composting, destructive distillation and incineration. None of these methods can be efficiently operated by a city of 130,000.

TABLE 19 PROJECTED LAND REQUIREMENTS FOR SOLID WASTE DISPOSAL UTILIZING PRESENT SANITARY LAND FILL TECHNIQUES

Year	Projected Population	Growth Factor	Dump Land Needs - Acre/Yr	Cumulative Total of Acres Needed
1958-64	39,625	1.00	6.0	-
1965	50,000	1.26	7.6	7.6
1966	52,600	1.33	8.0+4. = 12.0*	19.6
1967	55,200	1.39	8.3+4. = 12.3	31.9
1968	57,800	1.46	8.8+4. = 12.8	44.7
1969	60,400	1.52	9.1+4. = 13.1	57.8
1970	63,000	1.59	9.5+4.+4. = 17.5**	75.3
1971	65,800	1.66	10.0+4.+4. = 18.0	93.3
1972	68,600	1.73	10.4+4.+4. = 18.4	111.7
1973	71,400	1.80	10.8+4.+4. = 18.8	130.5
1974	74,200	1.87	11.2+4.+4. = 19.2	149.7
1975	77,000	1.94	11.6+4.+4. = 19.6	169.3
1976	79,800	2.01	12.0+4.+4. = 20.0	189.3
1977	82,600	2.08	12.5+4.+4. = 20.5	209.8
1978	85,400	2.16	13.0+4.+4. = 21.0	230.8
1979	88,200	2.22	13.3+4.+4. = 21.3	252.1
1980	91,000	2.30	13.8+4.+4. = 21.8	273.9
1981	93,800	2.37	14.2+4.+4. = 22.2	296.1
1982	96,600	2.44	14.6+4.+4. = 22.6	318.7
1983	99,400	2.51	15.1+4.+4. = 23.1	341.8
1984	102,200	2.57	15.4+4.+4. = 23.4	365.2
1985	105,000	2.65	15.9+4.+4. = 23.9	389.1

* Closing of the Green Valley Hog Company Operation

** Closing of the Stierlin Road Dump Operation

Since every other community in the Bay Area is faced with the problem of solid waste disposal, the proper approach to its solution is on a regional basis. The Association of Bay Area Governments has released a report based on this approach. The Plan assumes that prior to 1980, some regional solution (other than sanitary land fill) will be utilized to solve Mountain View's problem of solid waste disposal.

chapter 7

circulation element

circulation element

The circulation element of the General Plan provides a balanced system for the circulation of people and goods throughout the community. Circulation needs are related directly to the patterns established in the land use element and the public facilities element.

At present, Mountain View's circulation system is almost totally oriented to the automobile. However, automobiles do not adequately serve the transportation needs of Mountain View today; with an anticipated population of 120,000, it is unreasonable to assume that the automobile alone can effectively serve the needs of Mountain View at full development.

The General Plan provides for a series of complementary systems to efficiently cope with the transportation needs of the future. They are: 1) major streets and highways; 2) mass rapid transit; 3) railroads; 4) local transit; 5) pedestrian ways; 6) bikeways; and 7) helicopter landing facilities.

SECTION 1: STREETS AND HIGHWAYS

As part of the basic research and background for the General Plan the Traffic Circulation Study was prepared in May, 1965. This study, primarily oriented to movements of the private automobile,

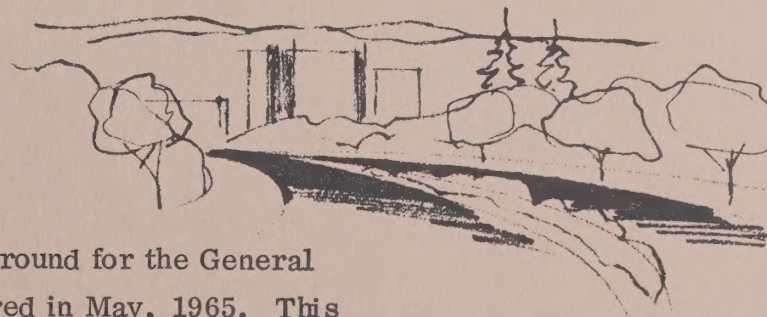
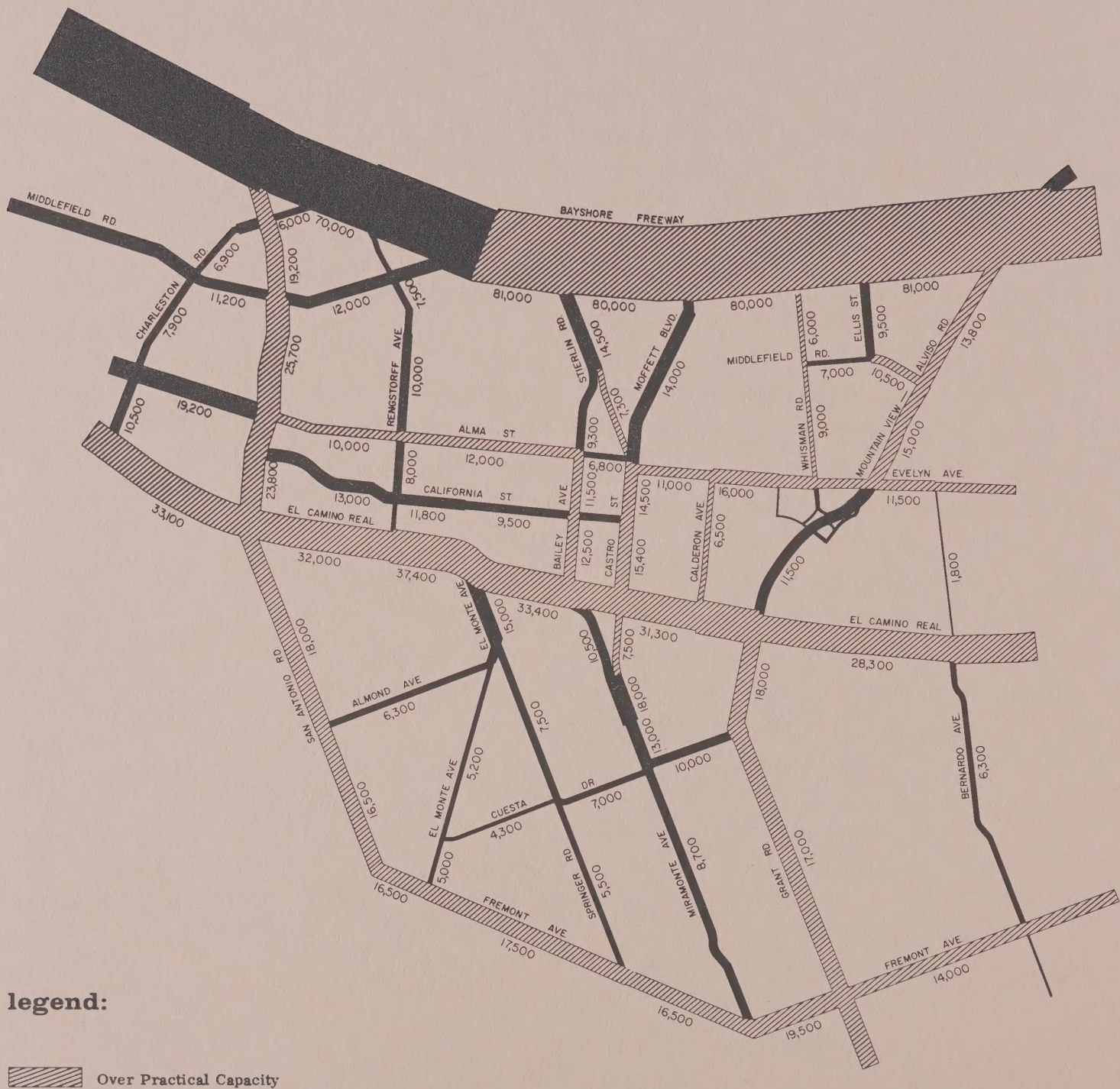


figure 19 | 1964 traffic volumes



legend:

 Over Practical Capacity

Traffic Scale

Category	Number of People
All cars	40,000
Older cars	30,000
Newer cars	20,000
Older cars with more than 100,000 miles	10,000
Newer cars with less than 100,000 miles	5,000

Vehicles Per Day, Average Daily Traffic

figure 20 | 1985 traffic volumes



purposely directed its detailed conclusions to the year 1985. It was used as the basis for the provisions of the General Plan relating to automobile transportation. In addition, the Plan contains more general conclusions directed to the needs of the community at full development.

The automobile is and will continue to be the principal means of transportation. Figures 19 and 20, indicating 1964 and 1985 traffic volumes, illustrate the great increase in future vehicular traffic. The major streets and highways provided by this Plan are indicated on the foldout General Plan Map just inside the back cover.

Street Standards

Four types of route facilities are provided in this Plan:

- 1) freeways and expressways;
- 2) arterial streets;
- 3) collector streets;
- 4) major local streets.

Freeways are divided highways with full control of access and grade separations for all intersecting traffic flows. There are no intersections at grade, traffic signals, pedestrians, or parking on freeways to interfere with the continuity of high-capacity high-speed traffic flow. They provide for the rapid and safe movement of large volumes of traffic over relatively long distances. Expressways are partially developed freeways on which some or all intersections are not grade separated.

Arterials are the major streets which serve large volumes of through traffic between different sections of the urban area and provide access to freeways and expressways. While arterial streets may serve abutting properties, their primary function is to provide for through traffic movement. They should be of sufficient capacity to prevent the undesirable diversion of through traffic to local streets.

Collector streets connect residential neighborhoods or other areas of homogeneous land use with arterial streets. They serve a dual purpose by providing a means for through-traffic movement within a limited area and giving direct access to abutting property.

Major local streets are streets which serve heavy volumes of terminal traffic usually generated by business and commercial establishments. The principal difference from major arterials is the character of traffic served. The primary function of a major local street is to provide for local traffic movement and land access - not through traffic; physical standards and regulations for traffic operations may differ, therefore, from those applied to major arterials.

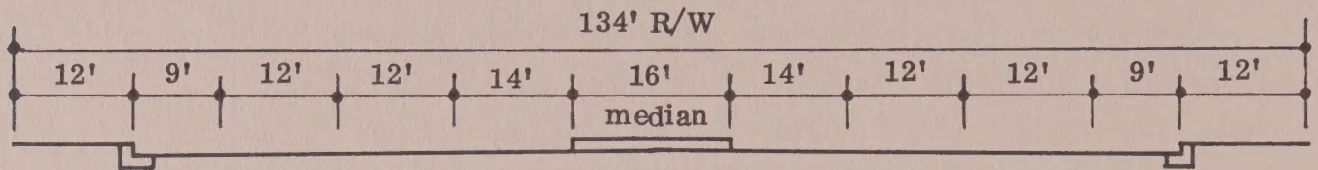
Local access streets function solely to provide access to the abutting properties.

Figure 21 illustrates the street section standards to be followed in the street and highways system. The only significant change from the present City standards is the deletion of the 90 foot undivided four lane roadway. This has been eliminated because 1) the 90 foot right-of-way leaves no space for left turn stacking; 2) the divided four lane street will provide for the increased traffic expected after 1985; 3) the divided four lane street minimizes traffic conflicts and reduces traffic accidents; 4) the divided street provides safer pedestrian crossings by locating a stopping place within the median; and 5) the divided roadway provides a space for median landscaping, especially needed to reduce the effects of this wide expanse of asphalt.

The 100 foot, four lane divided section to replace the 90 foot street is a proposal which looks to the long range future. Right-of-way should be acquired as early as possible, even if construction of the divided section must wait for demonstrated traffic needs. Existing, developed, undivided portions of such roads may not be disturbed for many years.

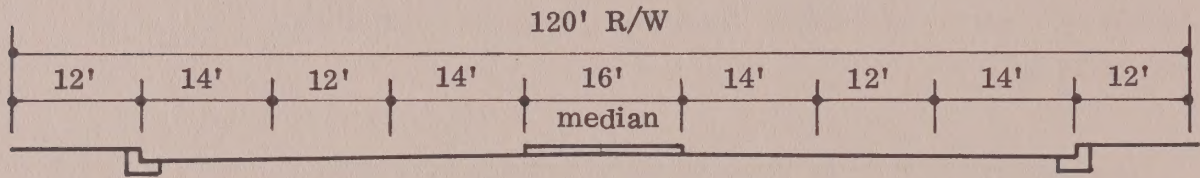
figure 21 | street section standards

a



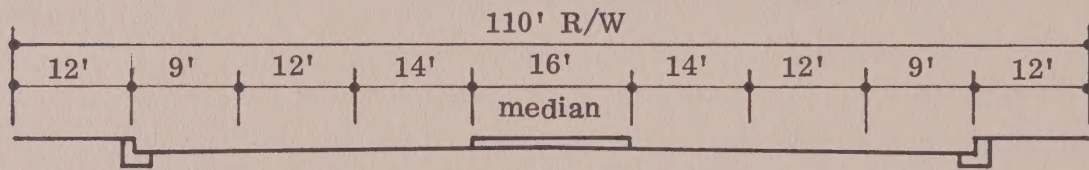
SIX LANE ROADWAY WITH PARKING

b



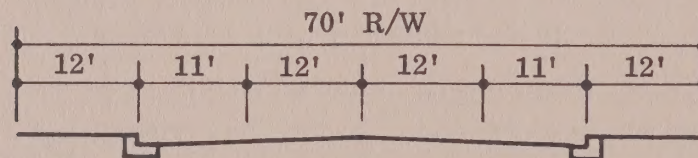
SIX LANE ROADWAY WITHOUT PARKING

c



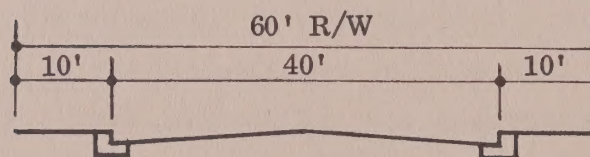
FOUR LANE ROADWAY WITH PARKING

d



TWO LANE ROADWAY WITH PARKING

e

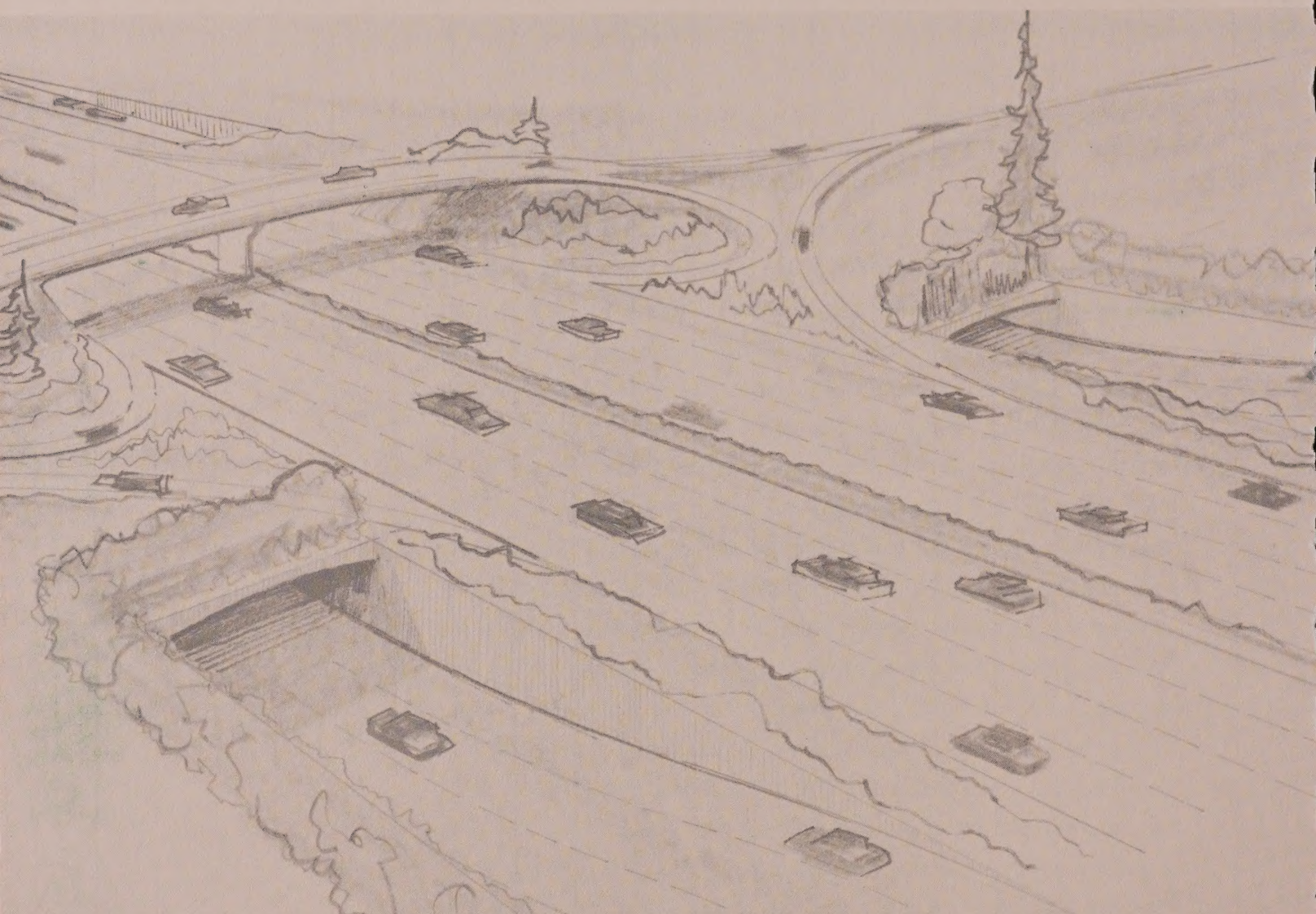
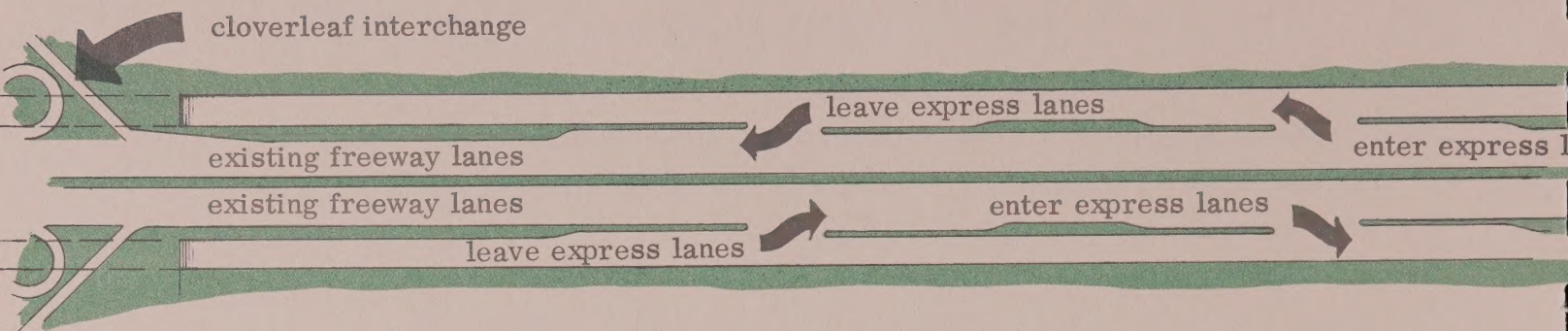


TWO LANE ROADWAY WITH PARKING - RESIDENTIAL

Description of the Streets and Highways Plan

Freeways and Expressways. There are currently three freeways in the Planning Area: Bayshore Freeway, Stevens Creek Freeway, and Mountain View-Alviso Freeway. A route for a fourth freeway has been adopted by the California Legislature. This is indicated for location somewhere between the Bay and Bayshore Freeway. No alignment has been established, because it is not expected that this freeway will be required until after 1985. Need studies have not yet been conducted to justify the freeway. However, the Bayshore is already near capacity and the area which it serves is only partially developed. Therefore, it seems clear that additional freeway capacity will be required. It may be that the broad justification for need will be established by the Bay Area Transportation Study (BATS).

The alignment of a facility to provide additional capacity will be determined by the State Division of Highways, Counties of San Mateo and Santa Clara, and the cities through which it will pass. However, since this facility would have great effect on the design of Mountain View, alternative locations for this route have been examined. Rather than a new freeway which would further sever the City, the General Plan suggests a modification of the Bayshore Freeway to enable it to carry the increased traffic. The sketches below indicate schematically the manner in which such an expanded freeway might function. The drawing shows express lanes to be added to each side of the existing freeway. These lanes would be depressed as they approach the interchanges. Autos leaving the freeway would change to the inside lanes as they approach their departure interchange. A limited number of opportunities to move from the inner to the outer lanes would be provided. This technique, together with electronic and other advances to increase freeway carrying capacity, would preclude the need for construction of a completely separate, expensive facility over difficult marshy lands. This would prevent further disassociation of one area



of the City from another and would prevent irrevocable separation of the City from San Francisco Bay. This treatment would also obviate the need for an extension of Stevens Creek Freeway northerly of Bayshore to a new route.

Within the Planning Area, the Central Expressway ultimately should be developed to a six-lane standard. Grade-separated interchanges, in addition to existing ones, will be required at Rengstorff Avenue, Bailey Avenue, Calderon Avenue.

Arterials, Collectors and Major Local Streets. Following is a description, in alphabetical order, of the remaining streets on the Plan. Street section letters refer to those indicated in Figure 21.

Bailey Avenue - Bailey, a major arterial, should be improved to a six-lane divided roadway to serve traffic between El Camino Real and Central Expressway (Street Sections A and B). To permit the large number of vehicles per day to cross the Southern Pacific tracks, a six-lane grade-separated structure must be provided, including necessary ramps for interchange with the Central Expressway. Between the Central Expressway and Stierlin Road, a six-lane divided route (Street section B) will be needed to handle the future full development traffic volume.

Calderon Avenue - With an improved Phyllis Avenue, Calderon Avenue should be improved to a four-lane arterial (Street section C). A four lane grade-separated structure should be built crossing the Southern Pacific tracks and interchanging with the Central Expressway.

a two lane arterial cross-section will be required (Street section E).

California Street - California Street will function as a collector. For a portion of its length between San Antonio and Showers, it should be lowered to allow integrated development of the San Antonio Regional Complex. Ultimately it should be a four lane divided street (Street section C), between San Antonio Road and Dana Street. A cut-through connection to Dana should be provided between Hope and Bush. This will entail terminating sections of California Street and View Street to avoid unwieldy channelization. This route will provide a necessary facility for cross-town movements.

Castro Street - Between Miramonte Avenue and California Street, Castro Street, as an arterial, should be improved to a four-lane width with a median divider (Street section C). Between California and Evelyn, Castro Street should be a two lane business street with emphasis given to ease of pedestrian crossing. This is described in detail on pages 34 and 35. A signalized intersection at grade is provided at the railroad tracks and the Central Expressway.

Central Avenue - From Moffett to Stierlin, it should be four lane (Street section C).

Charleston Road - Charleston Road, between San Antonio and the Bayshore Freeway, is an arterial and should be a four lane facility (Street section C). On the other side of Bayshore Freeway, it will act as an industrial-residential collector; a four lane standard (Street section C) will be required at full development.

Cuesta Drive - Cuesta Drive is the only continuous east-west arterial street south of El Camino Real in the Planning Area.

To adequately handle the basically residential traffic to be imposed upon it between Springer and Grant Road, a four lane facility should be developed (Street section C).

Dana Street - To furnish a continuous collector street paralleling El Camino Real, a Dana Street extension is proposed through Calderon Avenue and over Mountain View-Alviso Road connecting with Washington Avenue in Sunnyvale. It should conform with the four lane design for California Street with which it connects (Street section C).

East Middlefield Road - East Middlefield Road, an arterial, should be developed to a six lane standard after 1985 (Street section A).

El Camino Real - As alternative routes become available and commercial development increases along El Camino Real, its function will change from an arterial route to a local business and collector street. Speeds will be reduced by the increased number of conflicting traffic movements. Through traffic will be diverted to more convenient routes. Commercial development planned for this vicinity will generate traffic in excess of the capacity of at-grade intersections to the degree that future traffic volumes will warrant the installation of grade separated interchanges and special channelization at major crossings. Interchanges will be required at San Antonio Road, Bailey Avenue, and Grant Road, due to heavy intersecting volumes. Left turns to El Monte Avenue from El Camino Real will require a "fly-over" to permit these movements. At other intersections along this route, careful planning should be used in laying out channelization. A minimum six lane divided route (Street section A) will be required throughout the length of El Camino Real in the Planning Area, with possible widenings for turning lanes at special locations.

Ellis Street - Ellis Street will remain an arterial. An

undivided four-lane arterial with restricted parking will be adequate (Street section C).

El Monte Avenue - The importance of El Monte Avenue as an arterial has increased since when it connects with the Foothill Expressway and Junipero Serra Freeway. Within the limits of the study area, it should be a four lane route (Street section C), but after 1985, six lanes may be required between Springer and El Camino Real.

Evelyn Avenue - Evelyn Avenue, from Bernardo to Calderon, should be a divided four-lane arterial (Street section C) to carry high volumes and turning movements at the half diamond interchange connecting with Stevens Creek Freeway. From Calderon Avenue to Castro Street, Evelyn should be a four lane arterial (Street section C) to carry traffic from the outer to the inner loop of the heart of the City and to handle the large volumes of traffic to be generated by the Bay Area Transit Terminal near Castro Street. The jog in Evelyn at Castro must be eliminated. West of Castro Street, Evelyn should be a two lane arterial (Street section D) connecting with the Bailey Avenue interchange.

Franklin Street - Franklin Street, between California and Evelyn, is shown as a major local street to serve as the westerly leg of the inner loop providing primary access to the commercial, cultural and government facilities in the Central City. Franklin, for this length, should be developed to a two lane standard (Street section D).

Fairchild Drive - This frontage road should be increased to four moving lanes (Street section C, modified) to adequately handle the predicted volumes.

Grant Road - To carry the estimated volumes, Grant Road should be widened to include four lanes with a median divider (Street section C) throughout most of its length. However,

between Cuesta Drive and El Camino Real a six-lane divided route will be required (Street section B). Special consideration must be given to the channelization (especially at Phyllis) along this section to avoid bottlenecking. After 1985 a diamond interchange at El Camino Real will be required.

Middlefield Road - Throughout most of its length, Middlefield should be a divided four lane arterial (Street section C) until-after 1985. However, between San Antonio Road and the Y-intersection with East Middlefield Road, a divided six lane cross-section (Street section A) will be required along with adequate channelization at the intersection to clear the large number of vehicles predicted. At full development, traffic volumes are expected to require six lanes (Street section A) along the entire length of this route.

Miramonte Avenue - Miramonte Avenue should be constructed to a four lane arterial standard (Street section C) except between Cuesta and Castro, where six moving lanes and special channelization will be required (Street section A).

Moffett Boulevard - Between the Central Expressway and the Bayshore Freeway, a four lane arterial route should be constructed (Street section C). North of the Bayshore Freeway, the same four lane section will be required after 1985 to complete the San Antonio-Terminal-Moffett loop serving the North Bayshore Area.

Phyllis Avenue - This street should be widened to a four lane arterial route (Street section C) to serve as a connecting link from Grant Road to Calderon Avenue at El Camino Real, where a slight re-alignment will be necessary. Phyllis should

intersect with Grant Road at Martens. The southerly remnant of Phyllis Street should be terminated in a cul-de-sac at Grant Road.

Rengstorff Avenue - Throughout its entire length, Rengstorff Avenue, an arterial, will require four moving lanes (Street section C). Until 1985, two lanes (Street section D) will be sufficient between Middlefield and Terminal Boulevard. A grade separation at the Southern Pacific tracks, including an interchange with the Central Expressway, will be required before 1985.

San Antonio Road - South of El Camino Real, a divided four-lane cross-section should be constructed. As noted before, a grade separated interchange will be required at El Camino Real. Between El Camino Real and Middlefield Road, a six lane arterial cross-section (Street section A) will be required. Present congestion is due to the lack of an interchange at El Camino Real. North to Terminal Boulevard the required number of lanes will be two (Street section D) before 1985 and four (Street section C) after 1985.

Showers Drive - This major local street will serve to provide access to the San Antonio Center as well as to deliver automobiles to the Mora Drive-Ortega industrial area, and to the Bay Area Transit Terminal. It should be four lanes (Street section C).

Springer Road - a four lane roadway (Street section C) should be constructed to provide the capacity to move the projected traffic on this arterial.

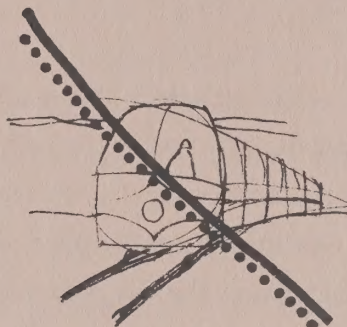
Stierlin Road - Between Central Avenue and Terminal Boulevard a four lane arterial street will be required (Street section C). After 1985, the length between Bailey and Bayshore Freeway should be six lanes (Street section B). Stierlin Road north of Bayshore Freeway should be a wide, well landscaped, six lane parkway leading to the Shoreline Park.

Terminal Boulevard - This street is part of the major

external loop encircling the North Bayshore Area. A four lane arterial (Street section C) will be required to serve this function, as well as to handle the large recreational traffic demand of those using the Shoreline Park.

View Street - This major local street forms the easterly leg of the interior Central City loop in its length from Dana to Evelyn. The required section is 70 feet (Street section D). The design of the Dana-California connection will require cul-de-sac treatment of the southerly portion of View.

Whisman Road - Whisman Road should be a four lane arterial (Street section C) to carry the predicted industrial traffic.



SECTION 2: MASS RAPID TRANSIT

Although the Bay Area Rapid Transit District (BART) covers only three of the nine counties around the Bay (San Francisco, Alameda and Contra Costa), it appears that the density of urbanization around the rim of the Bay will require the construction of a mass rapid transit system which will completely encircle the Bay. The main function of such a system will be to carry large volumes of peak hour traffic along the relatively narrow corridors which are limited and defined by the Bay on one side and the mountains on the other.

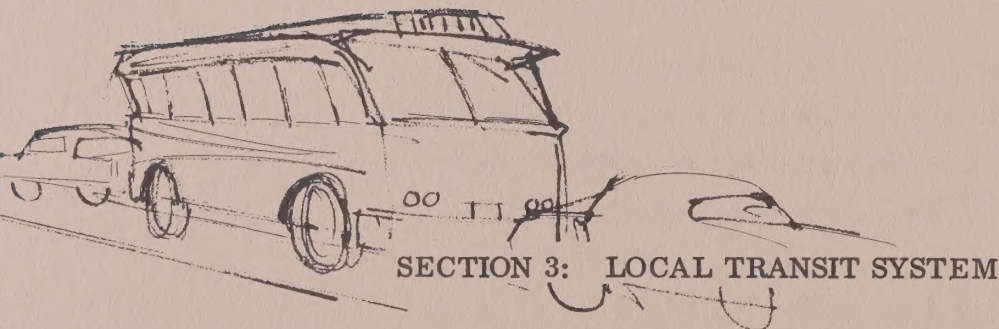
A future rapid transit system will not eliminate the need for a comprehensive freeway system; at the same time, completion of the proposed freeway network will not preclude the need for rapid transit. The two systems complement each other, each serving different types of travel needs.

Even though Santa Clara County is not a part of the Bay

Area Rapid Transit District, BART has done some preliminary investigation of the rapid transit needs of this area. Based on this preliminary investigation, and upon the County of Santa Clara 1985 General Plan, it appears that the main line of the Bay Area transit system will traverse the Mountain View Planning Area at grade alongside the Southern Pacific Railroad right-of-way. In the Mountain View Planning Area, two terminal facilities will be required at full development. These are shown on the Plan: one in the San Antonio Center area, and one within the heart of the City. The area required for the transit stations, with the necessary parking and loading areas, will be approximately 12 acres for each terminal. This area required could be reduced, especially in the heart of the City, through the use of multi-level parking.

Also included in the planning of both BART and the County is a secondary rapid transit loop off the main line to serve the westerly and central portions of Santa Clara Valley. The County's 1985 General Plan shows this loop branching off the main line and running along the Stevens Creek Freeway and Junipero Serra Freeway rights-of-way. Since these freeways contained no such provisions in their design, another location for this loop must be found outside of the Mountain View Planning Area.

The Bay Area Transportation Survey (BATS) and the proposed Santa Clara County Mass Transit Study will both be reviewing the rapid transit needs of this area. The recommendation of this Plan should be reviewed upon the completion of these reports.



The local transportation system of Mountain View is

almost entirely oriented to the private automobile. Yet the complete dependence upon the private car for local transportation discriminates against those who, because of youth, old age, low income, or physical disability, are unable to drive. Other transportation means must be provided to assure these people access to schools, hospitals, shopping, parks, and libraries.

The street system provided in this Plan to serve the private automobile will be operating at near capacity by 1985. Additional capacity can be developed by certain widening and interchanges. These are indicated in the full development Plan. However, with increased population, more private automobiles per person, and a growing desire for increased mobility, it does not appear possible to provide enough streets and highways to totally satisfy private automobile demand without adding a new series of arterial streets. For these reasons, supplementary forms of transportation are imperative.

The provision of local transit facilities will require community subsidy, just as streets and highways are currently subsidized. It may be that local transit can serve the schools, thereby requiring less public expenditure for school buses and their operation.

Figure 22 illustrates schematic transit routes. These bus lines link the community to the heart of the City and the San Antonio Regional Complex. For the most part, the lines do not utilize major arterials; instead, local collector streets are used in an attempt to connect the residential areas of each neighborhood to the public facilities, shopping areas and work areas. Those areas of the City which are not located within convenient walking distance of a bus line (beyond 1200 feet) are shaded gray.

An in-depth study of local transit should be undertaken soon. Any trial period for a local transit system must be given sufficient time to allow people to become thoroughly

figure 22 | schematic transit route map



familiar with schedules and routes. Any experiments must also use the highest quality facilities and service to effectively compete with the private automobile.



SECTION 4: PEDESTRIAN WAYS

In a balanced transportation system, foot traffic must play a significant role. As other forms of transportation become more congested with population growth, foot traffic can become, in densely populated areas, an efficient mode of transportation. It will be a well used mode of transportation only if a system is provided which will encourage foot traffic. To encourage foot traffic, pedestrian paths must be well separated from the automobile to minimize hazards to the pedestrian, who is always the loser in a conflict with the automobile. Pedestrian paths should be unobstructed and wide enough for several people to walk abreast - a width which varies according to the intensity of use of the area. Pedestrian ways should be well lighted if they are to be used at night. They should be pleasant and should be in relatively open areas.

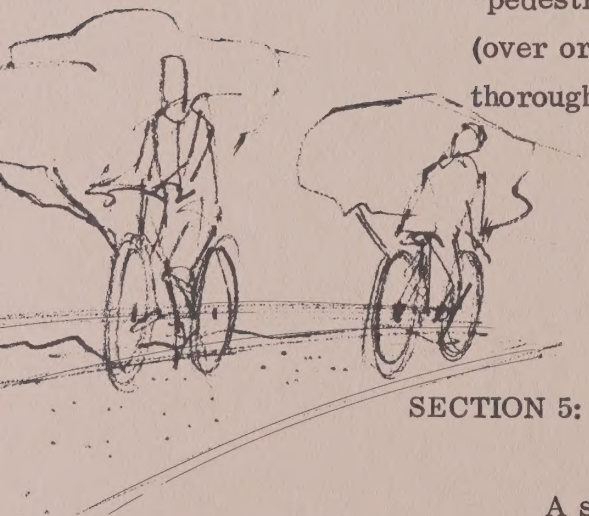
Existing standards for sidewalks call for 5 to 6 feet of width. In many cases, however, this width is effectively reduced to as little as 3 feet by fire hydrants, telephone poles, mail boxes, street lights, or street signs placed adjacent to the curb within the sidewalk area. The General Plan recommends that in all cases sidewalks provide a minimum clear space for walking of 5 feet. Thus, if there are obstructions, the paved area must be increased to afford the necessary clear walking space. Also, in areas of intense pedestrian activity such as pedestrian-oriented commercial areas and some high-density residential areas, the 5 foot minimum will not be sufficient.

On arterials where large trees are required for visual identification, large tree planting spaces will be required. This can be accomplished by cutting out the necessary area from the sidewalk and placing in this pedestrian space porous materials suitable as walking surfaces.

Every sidewalk should be designed to encourage pedestrian traffic: different textures and patterns of materials should be used, and landscape design elements scaled to the pedestrian should be provided. Crosswalks, especially, should be a different color and texture from the surface of the roadway, to make them safer and more recognizable by both pedestrian and motorist.

Every effort must be made to prevent freeways, and especially expressways and arterials, from becoming barriers to pedestrian traffic. Pedestrian overcrossings should be constructed or traffic signals installed at points where concentrated foot traffic might be expected to develop. Neighborhood precise plans should provide rights-of-way for convenient pedestrian interaction between areas of different dwelling types, and to link the neighborhood with its schools, parks, and convenience centers.

Major recreational pedestrian ways should be constructed along Stevens Creek Park Chain, along Permanente Creek, the Hetch-Hetchy aqueduct, and along the salt pond dikes. These "pedestrian arterials" should be provided with grade separations (over or under) or traffic controls at intersections with all major thoroughfares.



SECTION 5: BIKEWAYS

A system of bikeways must be designed and constructed to

figure 23 | bikeways route map



provide for the increased use of bicycles for trips to school, work, recreation, and shopping. Figure 23 illustrates a schematic bikeway system.

For the most part, the bikeway routes should follow the minor residential and neighborhood collector streets. In these cases, no special roadway design will be required. Signs such as that illustrated below should be erected to warn motorists of the likely presence of bicycles.

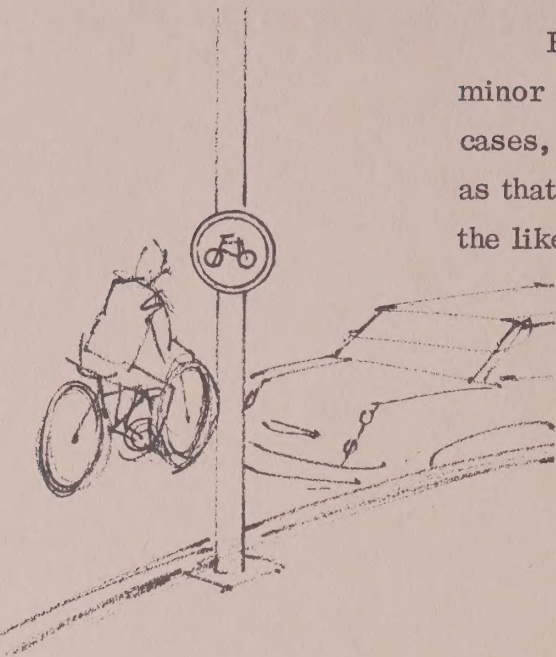
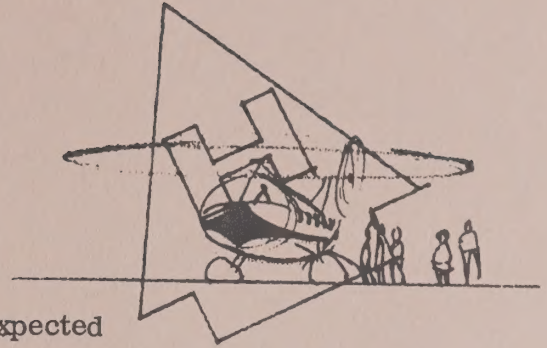


Figure 23 indicates a limited portion of the bikeway system along major arterials. This is necessary in order to cross the freeway and other arterial barriers. In this case, the curb-to-property line distance should be increased four feet. This would allow for the provision of a sidewalk adjacent to the roadway, a four foot asphalt bikeway, and a planting strip.

Depending on the particular street, the additional curb-to-property line distance could be provided either by additional right-of-way acquisition, or through the use of all or part of the parking lane width. The design of all future major arterials should include a consideration of this requirement

A bikeways system should take advantage of all the pedestrian overcrossings constructed at expressways and major arterials. All pedestrian walkways established by neighborhood precise plans, as well as the major recreational pedestrian routes along the creeks, dikes, and Hetch-Hetchy, should be designed to provide for bicycle paths. A detailed plan with specifications for a bikeways system must be developed.

SECTION 6: HELICOPTER LANDING FACILITIES



Three types of demand for helicopter facilities are expected to develop in the future: industrial executive transportation, commuter service, and private helicopter transportation. Because of the technical skill required to pilot a helicopter, and because of the large capital expense required per machine, the first two types of demand will develop long before the third.

Industrial executives in metropolitan areas are beginning more and more to depend on the helicopter as a rapid, efficient means of traveling between plants. It is reasonable to expect that, as the large Whisman industrial area is developed to capacity, a demand for at least a limited helistop will exist. A limited helistop is a facility where helicopters may land and take off for the purpose of loading or discharging passengers or cargo upon prior arrangement. There would be no fueling, servicing, or baggage facilities at such a helistop. Limited tie-down facilities would be provided.

The principal commuter demand for helicopter "aerocab" service is between a core city and its airports. There does exist, however, a suburban market for helicopter service to the major regional airports and to the core city. A substantial volume of traffic will not be generated until trip distances are in the neighborhood of twenty miles, and only if stops are located at points which will generate sufficient traffic to merit service by large helicopters. Such a network of helistops must be planned on a regional basis. Because the helicopters used for commuter aerocab service are large, they are quite noisy. For this reason, it is likely that aerocab stops in this area will be limited to the Palo Alto airport and the San Jose airport.

Thus, the need for a heliport in Mountain View is not
forseen. However, a helistop to provide terminal facilities
for the transportation of high-priority personnel and equipment
will be required in the near future. This helistop is shown on
the Plan in a central location within the Whisman industrial area.

chapter 8

implementation

implementation

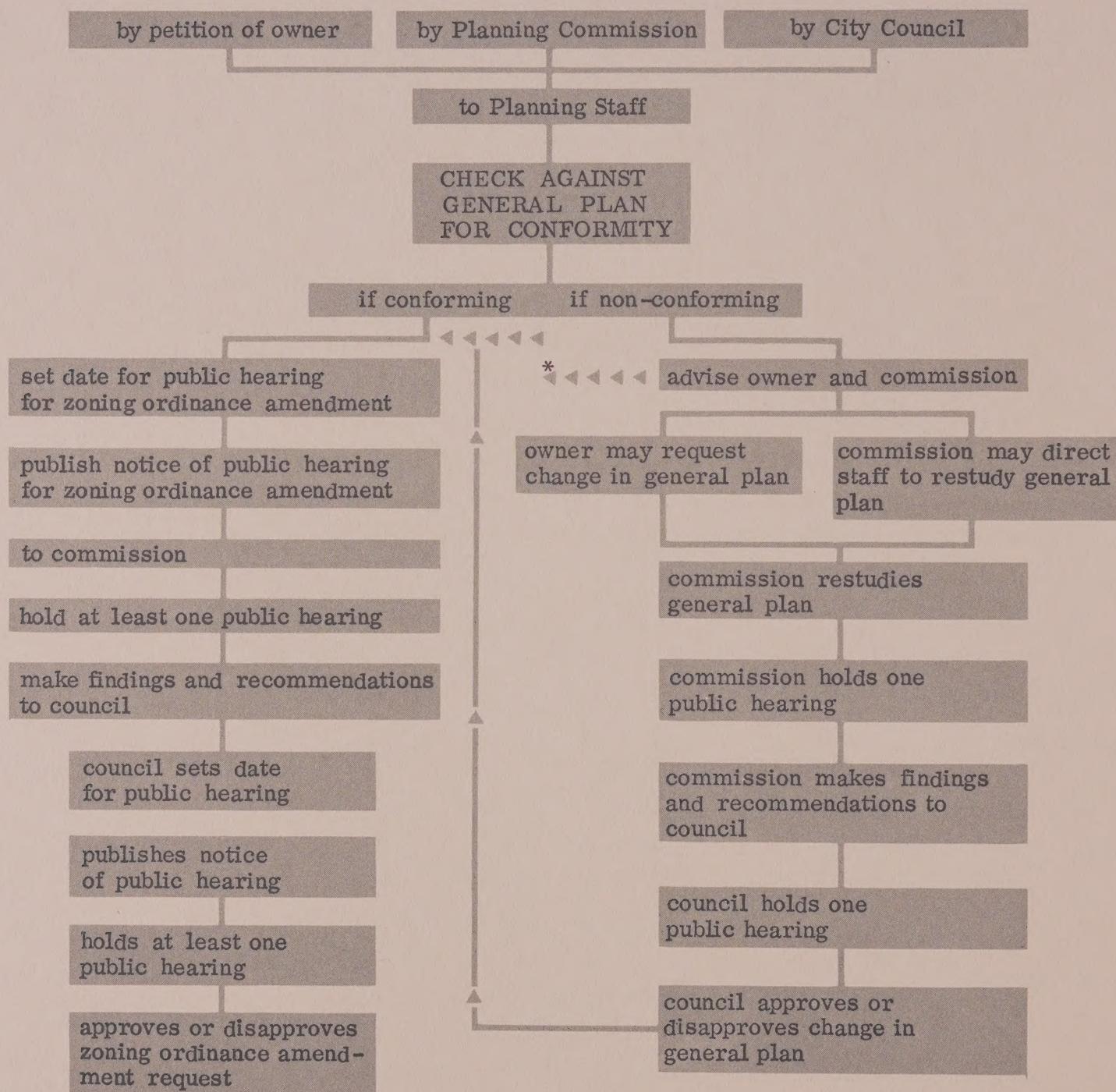
The community will reflect the provisions and recommendations of this design for Mountain View only if the General Plan is constantly implemented in day-to-day decisions relating to physical development. To do this, special tools must be fashioned to assist the City Council, the Planning Commission and the Staff. Each of these tools must be designed to specifically carry out the policies and provisions of the General Plan. These tools include:

PRECISE PLANS

The General Plan is intended to express broad policy. From time to time, it is useful for the City Council to refine its policy for a given concept or to establish a precise location for a given facility. Precise plans (or derivative plans) are a means of Plan implementation. These plans, consisting of drawings, models, or written policies, should, in each case, be undertaken when it is timely to do so. In addition to protecting rights-of-way for proposed streets, precise plans may be used for entire neighborhoods, for special areas, for areas subject to redevelopment as a consequence of the City's Rehabilitation Program, or for urban design studies for any given area of the City.

figure 24 | procedure to amend zoning ordinance

INITIATION OF AMENDMENT



* THE ZONING ORDINANCE CAN BE AMENDED WITHOUT CONFORMING TO THE GENERAL PLAN, BUT SUCH ACTION WOULD CAUSE THE GENERAL PLAN TO BECOME LESS VALUABLE, LESS VALID AND OBSOLETE.

ZONING ORDINANCE

The Zoning Ordinance translates into law the land use areas, standards for density, and property development standards as indicated in the General Plan. As an effectuation tool, the Zoning Ordinance should be periodically re-examined to ensure that it is fashioned to the specifications required by the General Plan.

All proposed changes in the Zoning Ordinance (text or map) should be examined alongside the General Plan. If a zoning proposal is not clearly within the policy intent of the Plan – either a step toward implementing the Plan or a full implementation – the zoning proposal should be disapproved. Such a proposal may, however, indicate the need for a re-examination of the policy contained in the Plan. A re-examination should, then raise all the implications of the policy change. Figure 24 outlines this procedure.

SUBDIVISION ORDINANCE

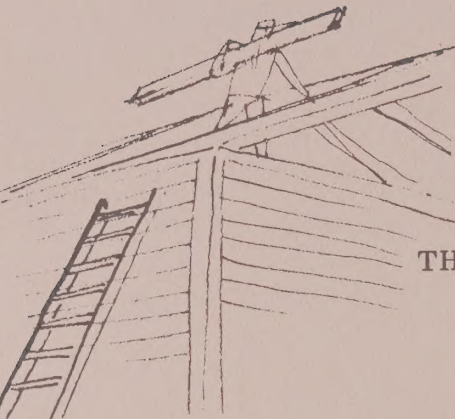
The Subdivision Ordinance provides standards for the division of land to ensure that lots are of the appropriate size and shape for the land use policies expressed in the General Plan and the Zoning Ordinance. It also ensures that parcels and streets will meet the design criteria in the General Plan. The Mountain View Subdivision Ordinance should be carefully examined to ensure that it assists the City in carrying out the policies of this Plan.

CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program is a financial plan for implementing the General Plan. It consists of a list of

the major City improvements that are indicated in the Plan, placed in the order in which they will be required as the City grows. The Capital Improvement Program sets forth estimates of the cost of the proposed improvements so that revenue requirements can be foreseen.

Although such a program may be long-term, it should be set forth in periodic increments, and reviewed from time to time along with the General Plan.



THE BUILDING REHABILITATION ORDINANCE

A key factor in the implementation of the Plan will be the effectiveness with which the City's Rehabilitation Ordinance is administered over the years. There is the danger, particularly in fast growing communities such as Mountain View, that areas built all at once will deteriorate all at once. To prevent widespread deterioration, the Rehabilitation Ordinance provides a constant program of inspection of all buildings to assure that each is maintained in accordance with sound health, fire and safety standards. In some cases, when areas have deteriorated, private redevelopment has been encouraged by allowing more intensive uses. This has resulted in the loss of single family areas to apartments and other uses. The General Plan provides for the long range retention of single family areas. To assure this, administration of the Building Rehabilitation Ordinance must prevent the deterioration of these areas.

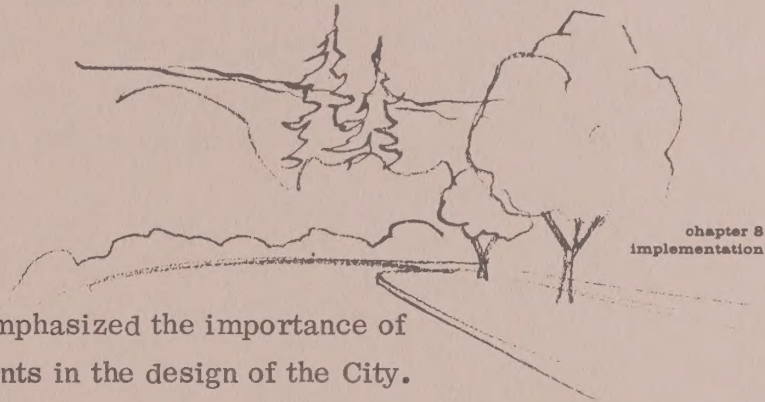
ASSESSMENT DISTRICTS

The Plan has suggested the use of property owner improvement districts where there is need for cooperative action to provide streets, common open space, parking, etc., where long term financing is needed to carry out such projects. Instructions and procedures should be established and published by the City, perhaps in a brochure, so

that property owners can take advantage of the assessment district procedure.

STREET STANDARDS ORDINANCE

The City's street improvement standards ordinance sets forth the proper width of all streets in the City so that when the land is subdivided or developed, street sections in accordance with the Plan are constructed. These sections vary with the abutting use and with their position in the hierarchy of arterial streets. This ordinance must be brought into line with the standards in the circulation element of the adopted General Plan.



STREET TREE PLAN

chapter 8
implementation

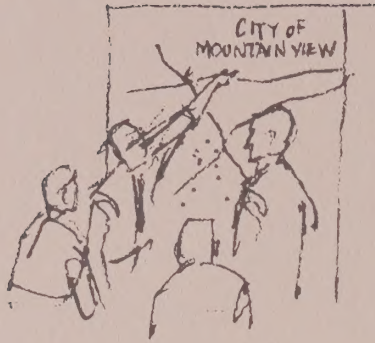
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The General Plan has emphasized the importance of public streets as visual elements in the design of the City. It has also pointed up the importance of the visual hierarchy of streets. The City's street tree plan is the tool for effectuating these concepts. The street tree plan should be re-examined with this in view, and whenever the arterial street system is modified the street tree plan should be again examined.

A CONTINUING RESEARCH PROGRAM

In order to properly effectuate the General Plan, data gathering must be carried on continually. Annual land use and demographic inventories must be undertaken so that the basis of this Plan can be constantly re-evaluated. Also, a program of measuring changes in land use, family composition, etc., will

supply the information the City Council needs to make timely decisions implementing the Plan.



DISTRIBUTION OF THE PLAN AND PUBLIC INFORMATION

The Plan is a statement of community goals and objectives. These cannot be fulfilled unless there is widespread knowledge of the Plan within the community and among outside agencies, public and private. The Plan sets forth ideas, in the hope that they may take root in the activities of individuals and groups who shape the community. Therefore, implementation of the Plan requires widespread and continuous distribution so that a maximum number of people are exposed to the goals, objectives, and ideas in the Plan. This document should be continually available for distribution. Other direct means of keeping the Plan in the forefront of public consciousness should be pursued.

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ART WORK AND LAYOUT DESIGN

Ted Herlofson

CLERICAL ASSISTANCE

Alice Roylance

Lorinda Sterner

Charlene Wright



LAND USE

RESIDENTIAL

- Low Density
6 units / net acre
- Medium Density
12 units / net acre
- High Density A
20 units / net acre
- High Density B
30 units / net acre
- High Density C
40 units / net acre

- High Density D
75 units / net acre
- COMMERCIAL
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Strip Commercial
- Service Commercial

INDUSTRIAL

- Limited Industrial
- General Industrial

PUBLIC FACILITIES

- LIBRARIES
- FIRE STATIONS
- HOSPITAL
- SCHOOLS
- Elementary Schools

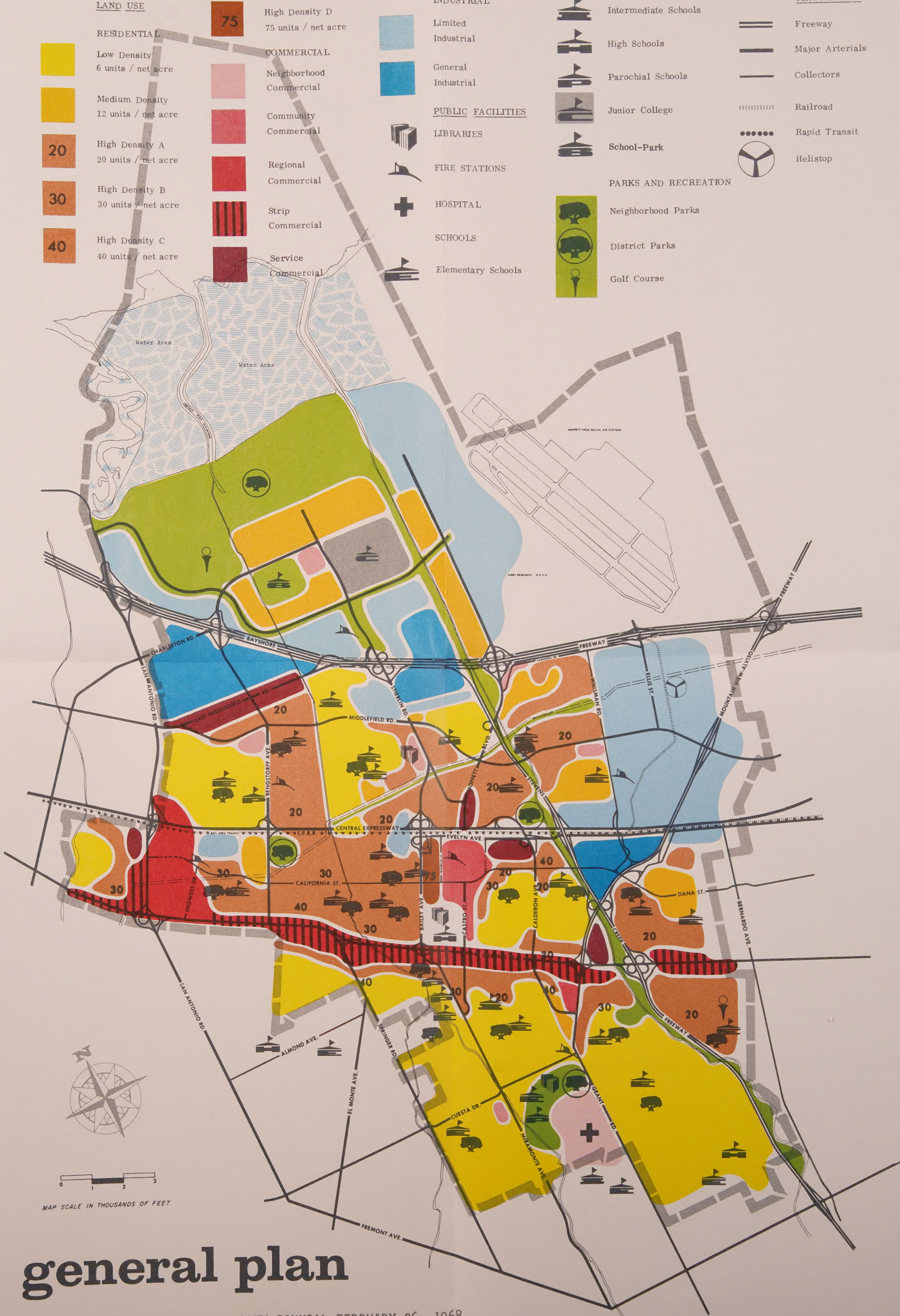
- Intermediate Schools
- High Schools
- Parochial Schools
- Junior College
- School-Park

PARKS AND RECREATION

- Neighborhood Parks
- District Parks
- Golf Course

CIRCULATION

- Freeway
- Major Arterials
- Collectors
- Railroad
- Rapid Transit
- Helistop

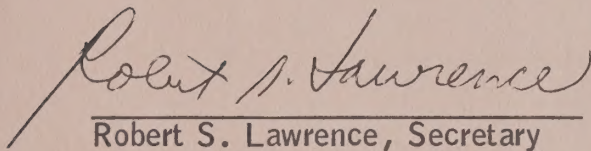


general plan

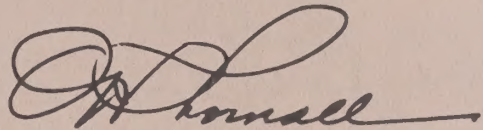
ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL FEBRUARY 26, 1968

General Plan map

I hereby certify that the Planning Commission of the City of Mountain View, State of California, did recommend the adoption of this map and the accompanying text entitled "General Plan" of the City of Mountain View, on this 1st day of June, 1966.

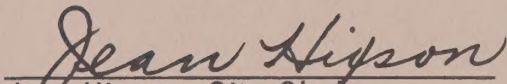


Robert S. Lawrence, Secretary
Planning Commission
City of Mountain View

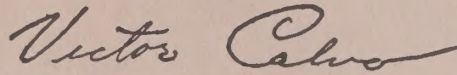


Orville H. Thornall, Chairman
Planning Commission
City of Mountain View

I hereby certify that the City Council of the City of Mountain View, State of California, did by resolution adopt this map and the accompanying text entitled "General Plan" of the City of Mountain View, on this 26th day of February, 1968.



Jean Hixson, City Clerk
City of Mountain View



Victor Calvo, Mayor
City of Mountain View

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